

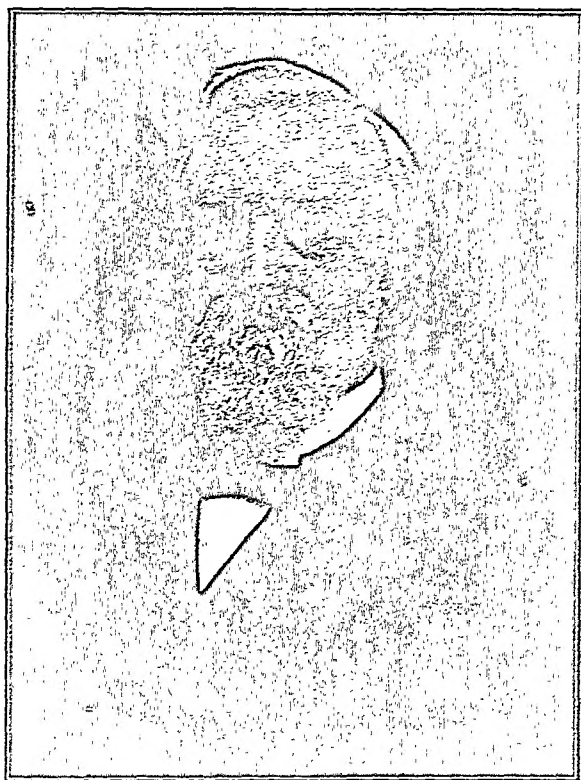
NARRATIVES  
*of*  
SASKATOON  
1882-1912



BY  
MEN OF THE CITY







JOHN N. LAKE

First Commissioner of the Temperance Colonization Society.

A life-sized portrait of the late Mr. Lake, by Forster, has been presented to the University of Saskatchewan by his daughter and her husband, Mrs. and Mr. Geo. E. Dyer.



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# NARRATIVES OF SASKATOON

1882-1912

BY

MEN OF THE CITY

PREPARED BY A COMMITTEE OF THE HISTORICAL ASSOCIATION  
OF SASKATOON

PUBLISHED BY THE  
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# INTRODUCTORY

These narratives were either sent in to the University and the Historical Association or were prepared directly under the inspiration of the Association in the course of its efforts to preserve the early history of the settlement and of the City. In many cases they are the result of conversations, (taken down in shorthand) between pioneers and a group composed of pioneers and of members of the Department of History in the University. In the early stages Mr. Gerald Willoughby was at the head of the group, latterly Mr. W. P. Bate. This little volume is the first results of their labours offered to the public at the celebration of the 21st Anniversary of the City.

There is material already in our hands on different phases of the development of the settlement and the City, as, for example, dealing with the Temperance Colony Pioneers' Society, the first Agricultural Society and the exhibitions it held, Society in Saskatoon in the eighties and nineties. It is the earnest desire of the Historical Association that all such material should be preserved in their hands in the original or in copies. They specially request those who have taken active part in any phase of the life of our city to preserve the pertinent documents for us, and not less zealously to put down in writing what they have seen and done—in order that a similar volume may be offered to the public at the next celebration of an anniversary.

The reader should be informed that the pioneers have been reluctant to speak of their own doings and that they have only used the first person singular when told that the first stage in making an authoritative history of Saskatoon is for those who have taken part in its founding and building to say just what they have seen and done. The responsibility for what might seem egotism to the unwary lies not on the narrator but on the Committee of the Association with whom personal testimony is many times more to be sought for than general hearsay.

The narratives are arranged as far as may be in chronological order, beginning with a general account written in 1903, and passing on to more detailed and picturesque reminiscences, but the whole is designed to give a general view of the History of the City.

ARTHUR S. MORTON,

Dept. of History,

June 8th, 1927.

The University of Saskatchewan.



# OUTSTANDING EVENTS IN THE HISTORY OF SASKATOON

- 1881—The formation of the Temperance Colonization Society in Toronto.
- 1882—John N. Lake, Commissioner of the Society, explored the district, chose the 2,000,000 acres granted, fixed the town-site, and adopted the name, Saskatoon.  
Eby, Goodwin, Hamilton and Latham arranged to settle.
- 1883—The trail from Moose Jaw to Saskatoon blazed; settlers arrived; Aug. 18th observed as Foundation Day.
- 1884—More settlers arrived; Mar. 1st The Temperance Colony Pioneers' Society was organized; in August the school was going.
- 1885—The Rebellion; White Cap's band passed through Saskatoon; after the battle of Fish Creek a military hospital was opened here.
- 1886—Aug. 18, first Quarterly Official Meeting of the Saskatoon Methodist Mission, Regina District, Manitoba and N.W.T. Conference (marking the permanent establishment of the present Grace Church.)
- 1887—July 12th, Organization of the Central Agricultural Association; first Exhibition held.
- 1889—The railway reached Dundurn; the grading to South Saskatoon. Years of drought turned settlers' attention to ranching, which proved a paying business.
- 1890—The railway reached Saskatoon; the station was built on the west side, where water was more easily secured.
- 1890-1901—Ranching the prevailing form of business.
- 1901—E. J. Meilicke and others showed that this is a wheat country. The tide of settlers followed. Saskatoon began to grow rapidly. Visit of Lord Minto, Governor-General of Canada.
- 1902—Village organized.  
Col. Davidson's special train of Capitalists from U.S.A. went through. Flood of immigrants into the district in the following years. Phoenix started by Leonard Normani as a weekly newspaper.
- 1903—Board of Trade organized. President Jas. Leslie, Secretary J. F. Cairns.  
Barr Colony.  
School Trustees purchased for a school site block of land now known as City Hall square.  
Incorporation as a Town.  
Council purchased City Park.  
Bank of Hamilton first chartered bank to open.  
Grand Trunk Railway; Delegation to Ottawa succeeded in having survey deflected north to the river at Saskatoon.
- 1904—Railway bridge carried out by the ice.  
Great floods in Qu'Appelle valley stopped all railway communication for forty-nine days.  
Material for Elbow bridge on Canadian Northern Railway was unloaded at Saskatoon, and freighted by wagon to bridge site.  
Timbers for Canadian Northern Railway bridge at Clark's Crossing unloaded at Saskatoon and floated down river to bridge site.

- 1905—Village of Riversdale organized on west side of railway track.
- 1906—City Charter granted by the Legislature—City boundaries taking in the villages of Riversdale and Nutana.  
 Visit of Earl Grey, Governor-General of Canada.  
 Public utilities inaugurated.  
 Municipal Hospital built.  
 Phoenix and Capital started as daily newspapers.  
 Bank of Commerce, Montreal and Northern Banks opened for business.  
 Canadian Northern Railway acquired the Regina to Prince Albert railway.  
 C.N.R. began construction of Goose Lake line to Calgary.  
 Canadian Pacific Railway purchased right of way into City.
- 1907—Canadian Pacific Railway from Regina entered City.  
 Traffic Bridge over river opened.
- 1908—University of Saskatchewan located at Saskatoon.
- 1909—Exhibition grounds purchased by City.
- 1910—Foundation-stone of University laid by Sir Wilfred Laurier.
- 1911—New large Power Plant constructed.  
 Commission form of Government adopted by City.
- 1912—Visit of Duke of Connaught, Governor-General of Canada.  
 Water filtration plant installed.  
 Street Railway system constructed.  
 Pavements laid.

### IN THE EARLY DAYS

(Taken from the Saskatoon Phoenix, Illustrated Supplement, Christmas, 1903)

When the first movement began which led up to the beginning of the colony, this district was an unbroken prairie with no white settlement nearer than Prince Albert. At Batoche and Duck Lake were the same settlements of French and half-breeds as now, only smaller. The White Cap Indian Reserve had been surveyed. Sir D. L. McPherson was Minister of the Interior; Sir John A. Macdonald was Prime Minister of Canada. An association of gentlemen from Toronto, headed by Joseph Alpheus Livingston, assisted by Dr. Potts, Dr. Hunter, Rev. Messrs. Turver, Gundy, and others of the Methodist Church; W. P. Page of the Dominion Grange; J. B. King and J. C. White of the Independent Order of Oddfellows; G. M. Rose, H. O'Hara, D. Miller and others of the temperance cause, together with other elements, was formed in September, 1881, and applied to the Dominion government for an unbroken tract of land in the North-West Territories, within which to begin a temperance colony. They desired, if possible, absolute control on the question of prohibiting the sale of intoxicating liquors within their jurisdiction. After much consultation the request was granted by the Department, subject to such exceptions as were obvious in Hudson's Bay lands and other reserves provided by statute.

An active campaign of advertising was opened at the Industrial Exhibition of 1881 in Toronto; and so much did the scheme appeal to the sym-

pathies of the people that a short time only elapsed until the entire tract contemplated had been applied for by prospective buyers, each of whom was expected to settle one-half section of land personally, or by substitute. So much interest in the settlement of lands had been developed throughout Ontario by the agitation that it led to numerous applications by other syndicates for lands to develop on similar lines. This, in turn, so embarrassed the Government that they were unable, finally, to grant all the conditions originally contemplated to the Temperance Colonization Association. The end of it was that the contract with the Society (now organized into a joint stock company) was signed with no guarantee that the even numbered sections could be controlled by the company, and thus the first blow was struck at the main object of the scheme, and many subsequent difficulties were brought into existence which, to this day (1903), have not been overcome. It required up to June, 1882, to get the organization of the Company complete, and on the 22nd day of that month, a commission, consisting of Messrs. J. N. Lake, W. S. Hill, and George W. Grant, accompanied by a competent surveyor, were despatched from Toronto to examine the tracts of lands set apart, from which to select and begin operations.

After a trip via Chicago, Emerson and Winnipeg, they disembarked from a construction train at Moosomin on the 6th of July, this being the furthest the railway was then constructed. Three weeks were occupied in reaching Clark's Crossing, then a busy point in ferrying freight for Battleford, and, strange to say, soon again to be for the third time, the scene of the busy life of the last stage of this district's experience in settlement, the first being the old Mackenzie survey of 1873 and 1878, during which was built the telegraph line, still in operation. The second has been referred to and the third came with the building of the Canadian Northern Railway and its great bridge across the river.

Many were the incidents of the trip of the commission to this point; among others they were called out of bed at midnight in Fort Qu'Appelle to answer a writ of replevin respecting a pony bought in Brandon, which it turned out had been stolen from the Fort a month before. They had brought it back home, and when it was identified they compromised by buying it the second time at one hundred and twenty dollars, or two hundred and forty dollars in all. The pony did duty for many years in conveying settlers to examine lands. Sergeant Griesbach (1) was the officer of police in charge.

A term of examination extending over some two months was completed by the return of the examiners, Mr. Hill going via the river and Lake Winnipeg route, Mr. Lake via Clarke trail (2) to Touchwood and Qu'Appelle, and Mr. Grant via Elbow and Moose Jaw. Their reports are interesting, and in the main will be found to bear out the prediction of the results which are so promising today.

When we come to introduce the heroic band of settlers who opened the field we are compelled to look for some in vain, for they have gone over to the Great Beyond to reap their reward. One only now (1903) resides here to represent the beginning of 1882. Mr. J. M. Eby, whose experiences by Lake Winnipeg, Saskatchewan River and Prince Albert to this point are known mainly only to himself. Mr. James Hamilton and his son Robert accompanied the exploration commission almost the entire way, separating at Fort Qu'Appelle (3). To Mr. Hamilton and Mr. S. W. Hill, with Mr. Fred Blake, surveyor, belong the credit of the first selecting of the present site of Saskatoon, they having been dispatched in a southerly

(1) A. H. Griesbach, ultimately Superintendent of the North West Mounted Police.

(2) Lake so calls the trail from Clark's Crossing to the old Qu'Appelle-Humboldt trail.

(3) Peter Latham and Harry Goodwin were also of the party. See page 15.

direction to explore, while Messrs. Lake and Grant went north (3). The exact location of Clarke's Crossing in township and range having been ascertained, it was decided to be too far north and not central for the Company's lands, notwithstanding the ferry's activity at that point, so that recommendation of the southern explorers was finally examined and selected as the central location, and camp was opened there for such time as was deemed necessary. Mr. Hamilton and Robert selected their locations and began work, building a house (which still stands, 1903) in which they lived till late in the year, when they went to Prince Albert until spring. Mr. Eby went to Prince Albert after locating, and returned in the ensuing year, and has lived continuously here ever since. He was joined by his family later on in 1883, and all have remained identified with the settlement for the greater part of the time since (4). Mrs. Eby died in 1901. Mr. Hamilton died in 1885, and Robert now (1903) lives in Winnipeg together with the mother and brothers who had joined them here in 1883. They were all inclined towards scientific and professional callings, and left the struggling settlement in 1889. Of those officially mentioned, Messrs. Livingston, Turver, S. W. Hill and G. M. Rose have gone to their reward. The rest still survive.

The opening of 1883 was to the Company and agents one of anxiety and speculation as to the results of the settlement venture. The commission had selected a name, after Saskatoon berries, which seemed appropriate and attractive, and Saskatoon was launched on the world, a place to

(3) Mr. John N. Lake was Commissioner and head of the expedition, and was charged to select the 2,000,000 acres and fix the town site in their midst. Mr. S. W. Hill was a farmer sent out to advise him. Their course can be followed in Lake's diary presented to the University by his heirs. They arrived at "The Telegraph Crossing," the Clark's Crossing of that day on the bank of the South Saskatchewan hard by the present Clarkboro, on July 28th, whence they both went south to Moose Woods. On the way back they camped "on the river" on Aug. 1st. Mr. Lake's statement on page 16 is that they "camped on the hill over the river thinking then it was a fine spot for a town." As they had not been able to talk to White Cap, the Sioux chief at Moose Woods, for lack of an interpreter, Lake returned from Clark's Crossing with a half-breed, Sayer by name, who knew the language. He thus got the information he wanted. According to a statement by Lake he was told that the land was good, and so determined to take the 2,000,000 acres north of Moose Woods. According to a second statement White Cap assured him that this was the only point on the river where the banks were low on both sides. The reference is to the region about Idylwyld. A commanding position on the hill and an easy crossing for a bridge seem to have been the determining factors in the choice of this spot for the town site. Hill and Blake, the surveyors, were sent back from the Crossing to make a detailed exploration, while Lake went north to Prince Albert and Carlton, according to his diary, "to get information about timber, soils, crops, capabilities of the country, frosts and seasons." The entry of August 18 runs: "Whilst I was away at Prince Albert Hill and Blake made full examination of Moose Woods and surroundings." On the 19th Hill was sick and was sent home via Prince Albert and thence by steamer down the Saskatchewan to Winnipeg. The entry runs on: "Broke camp at 7 a.m. and all the rest started for 10 base. Grant and I without any dinner. Camped at 2 p.m. Minnetonka is the name of our camping place, the finest we have ever had. Sec. 29, Twp. 36, R. 5 (Aug.) 20. Preached at 11 a.m. to 10 persons, 4 of whom came 3 miles on foot. Text: Heb. 11-12, 13. Good time, feel very sick." This would be the Sunday on which the Saskatoon berries were brought to Lake's tent which led to the name Saskatoon displacing the proposed Minnetonka. In a statement prepared for the Historical Association in 1923, Mr. Lake says: "While lying in my tent one Sunday afternoon, one of the chain bearers brought me a handful of beautiful red berries. I asked him the name (for they looked like red currants). He said they called them Saskatoons. In an instant I remarked: 'Arise, Saskatoon, Queen of the North.'"

(4) Peter Latham's name should be added. He is spoken of in the Minutes of the Temperance Colony, Pioneer's Society, as "the first settler." The four probably took their lands this year, Latham signing for his first.

be reckoned with as a point of importance in the North-West Territories. But the ideal and the real had many contrasts, and time is only now realizing the imaginations of some or all of the many patrons of that day. The Canadian Pacific Railway was only in operation as far as Moose Jaw; that place was chosen as the point from which to leave the railway (1), and the 150 miles of overland trail was faced without a flinch by the new arrivals for the second year. The charge of the work had been given to Messrs. Lake as commissioner, and Grant as assistant, and the first outfit left Moose Jaw on April 19th. It consisted of the assistant commissioner, Mr. and Mrs. Carl Kusch and children, Joseph and Robert Caswell, Harry and Jim Goodwin. Close by were J. J. Conn, Mr. Pugsley, and Mr. McCordick, and in the rear were Peter Latham and two boys, with some others. The first incident of this trip was camping for three days in a snowstorm—a splendid introduction to pioneer life. Then came a huge mistake in the road by the assistant commissioner, in which he took the outfit down into the valley of Big Arm Creek, which they tried to cross, but had to return to high land. Trials in plenty followed, and the elbow of the South Branch of the Saskatchewan River was reached after some four days. Here the assistant commissioner was “treed” again by the band because he “didn’t know where he was going, or the road he was travelling.” They threatened to drown him in the river so he skipped out, riding seventy-five miles on horseback to Moose Jaw. They, however, came on courageously to their destination, and reached here in due time to meet the settlers of 1882,—Messrs. Hamilton and Eby,—already on the ground. Then followed Messrs. Clark and Sons, of whom Frank is still in the vicinity. They reached here and celebrated the 24th of May as a holiday. Close by also were Mr. and Mrs. Copland and Mr. and Mrs. W. Hunter, each tasting for the first time but not the last, the trying experiences of pioneer life; and, indeed many experiences, the result of blunders by the Company adding much to the difficulties of locations, etc., which were difficult enough at best. Messrs. Pugsley and Conn had squatted on section 28-36-5. Messrs. Kusch and Latham had selected their well-known homesteads and operation began in earnest. Messrs. Conn and Pugsley were quietly “shunted off 28 to more suitable location,” (so the agents thought) and Saskatoon was founded about the time all the world interested was celebrating the Queen’s birthday in 1883. Mr. Conn had built a sod house about opposite the present (1903) office of The Phoenix, on the east bank of the river, and in this and a tent were carried on the operations of the Company for the year.—As a village, to Dr. J. H. C. Willoughby belongs the credit of opening the first store. He, together with his brother Gerald, opened in a tent in June. With him arrived the Commissioner, Mr. Lake, Messrs. Garrison and J. P. Lake and sons.

Soon after these arrivals came people from every land, and the extent of settlement promised for the future on that year has only been equalled since by that of 1901. But the blunder of locating the Company’s scrip sold in ’81 on even numbered sections was beginning to take effect and the uncertainty of the proper procedure under the circumstances made the situation unpleasant and locations insecure. The first consignment of lumber and the first attempt at building began in August (2). The lumber came by raft from Medicine Hat, occupying some three weeks under the generalship of S. Kerr. R. W. Dulmage had opened the initial work of a tinsmith, and he had the honor of putting the first roof on a building in Saskatoon. It is now forming part of the livery barn at the depot then erected by the Company.” J. N. Lake was the architect, and Messrs. Horn and Arch. Brown were carpenters on this building. Mr. Dulmage has since continued to be one of the most important influences in the comfort and life of Saskatoon, and many can look back with thanks to the help at a crit-

(1) On Sept. 26th, 1883, John N. Lake, on his way home, arranged to build a place at Moose Jaw for the T. C. Society. “Oct. 5th, finished building, etc., and left for Winnipeg.”

(2) “Aug. 27.—Lumber arrived, arranged for building. Sept. 1, J. P. Lake’s house begun. Sept. 3, started office.”—Lake’s diary.

ical moment which his kindness and that of his noble and motherly wife. dealt out to the bachelor boys of the day, and many are the memories of pleasure at their family circle since. He returned in 1883 to Ontario to bring his family and a stock of goods for his store, which has ever since remained open to the public.

The consignment of lumber already referred to was supplemented by a large raft arriving at the end of October in charge of Florida and McIntosh. It contained some 60,000 feet, and had been four months on the way from Medicine Hat. The trials of this trip cannot be told here, but it consisted in part of making and unmaking rafts, of losing and finding sections thereof, of privations and starvation which few at this date can appreciate. The stock was sold at Saskatoon, and forms the main material in the construction of the portion of the town east of the river. The cost was high, and the results attained were small, although they seemed large in their day. The season of '83 closed in the third week of October by a severe storm and snow, with intense cold,—20 below zero,—lasting for a week. It, however, cleared away and fine weather lasted till Xmas. The operations closed for the season with only a limited preparation for winter on the part of many settlers, and the experiences of this winter are best left to be told by those who passed through them, if at all. The settlers of the year included A. Brown, J. Fletcher, W. Horn, D. Lasher, F. Robinson, W. Irvine and his sister, Frankie, now Mrs. R. W. Caswell,—the first marriage in the settlement; also among them being Mr. and Mrs. J. McGowan, to whom belongs the honor of having the first baby born in Saskatoon in August of that year. They now reside in Iowa, U.S. A portion of the settlers returned east for the winter, to bring others in the following year. The agent closed the year by an overland trip to Moose Jaw, accompanied by some half-dozen of the settlers who went for supplies to that point, where, after a trying trip, they arrived on Xmas eve. From here they did not leave on their return trip till February, owing to severe storms (1). The return experience can best be told by those who made the trip, among whom are Dr. Willoughby, Will Horn, Robt. Hamilton and John Littlecrow (Indian guide).

In this year Frank Clarke's horses were stolen (2). Fortunately for Frank, and very unfortunately for the thief, Frank's driving horse was left when the half-dozen working horses were driven off. The police were informed and the telegraph put into requisition, but they were too slow, and the thief would have got off to the States with the whole lot if Frank had not acted on the motto, "When you want a thing done, you must do it yourself, you must not leave it to others." He borrowed Will Horn's rifle, hitched up his only nag, and went in pursuit himself. No clue could be got; therefore he took chances and headed for the south. Some distance away he struck what he believed to be the tracks of his horses, and kept following on, occasionally finding signs, and oftener none, till he finally struck the bunch, with the thief asleep, some miles south of the Elbow, and nearly a hundred miles from the place where the horses were taken from. The settlers were gratified to see Frank returning with the bunch of horses, and his story was a most interesting one, but he declined to repeat the exact words he used when he awoke the thief and had him covered with the rifle. Frank disarmed the rascal, but allowed him to keep his mule, and let him go.

To relate the experiences of 1884 is but to renew those of 1883. The settlement was enlarged by the arrival of many new faces, and the return of former settlers. Mr. and Mrs. Powe were added to the list in June, accompanied by Mrs. Dulmage, and with them came Mrs. N. R. Willoughby, who so recently passed away on her second visit to Saskatoon. We also had the Blackley family in part, and a large detachment from Winnipeg, under the leadership of Sam Kerr. This important addition had among

(1) Archie Brown was of the party. He makes the delay "two weeks." He describes the return trip on page 30.

(2) Archie Brown tells of this incident in full detail on page 31.

others Capt. Andrews, Sandy Marr, Louis Gougeou, (1) Fred Smith, Geo. Kerr, Fred Kerr, and many others who have since left. Jos. Fletcher also added to the list some new settlers, and the general progress went steadily on. The first ferry was operated at Saskatoon this year, the Company sending a cable and windlass for the purpose. Andy Plante was the ferry manager for some time, but was succeeded by Mr. J. W. Stewart, who has operated it ever since.

Mr. Henry Smith selected his land this year, and settled on it with his sons in the fall of 1885. Thus was founded the Smithville settlement, the progress and prosperity of which has been so marked, and to this family followed some time after by David Lusk, is chiefly due the development of the west side of the river in the early history of the colony. Who sees Smithville sees what the influence of one good man may accomplish.

In May of 1884 we have to record as the first incident the death of Mr. Clarke, husband of Mrs. Eleanor E. Clarke, so long known as one of the energetic, motherly women of the district. She, with her children, were left to mourn his death even before they knew what pioneer life was. He died from the effects of over-exhaustion in fighting a prairie fire which overtook the district on the day of his arrival in the colony. Thus was opened the first cemetery (2).

The year was marked by general progress and the expansion of settlement. Cultivation was extending and the settlement had a hopeful tone. Building extended as far as the material on hand would permit, and additions to the stores had been made. Two tinmiths were working at their callings, and new general stores were opened. The Post Office was opened in the autumn under the postmastership of Dr. Willoughby. The mail was received from Batoche fortnightly, and so continued till the arrival of the railway. The mail carrier for a part of the time was Frank Clarke.

One incident of this year was a visit to the colony in the autumn, which no doubt will be remembered by many who witnessed it. Some sixty Indians came down at a gallop on the village, with the object of causing dismay and fear, and then demanded food. For a short time the prospects were alarming, but all turned out right. One lady was scared, and after giving them all she had to eat, ran off and left them to devour it; but Mrs. Copland, like the brave woman she is, successfully stood off the whole band, though her husband was away in the hay field. During all the time up to this year the intercourse between the colony and the White Cap Indians was pleasant and agreeable; and so also with the half-breed population both north and south. There was little indication of the unrest which so soon after developed into the well-known rebellion of the ensuing year.

The Inspector for Colonization Companies (3) made his regular annual visit to the Colony in the autumn and on this occasion was settled finally the question of odd and even numbered sections under the scrip of the Company. He ruled that all the even numbered sections must be entered as homesteads, and in order that the count of settlers might be made, some sixty homestead entries were made in one day. And thus ended, to all intents and purposes, the settlements of sections under T.C.S. Scrip.

The season showed at the close decided progress in the settlement, and when business for the year was ended, the prospects for further advancement seemed hopeful. The winter closed down about Christmas, and all went merry as a marriage bell till on the 26th of the following March the whole country woke up to the terrible fact that a rebellion among the native population at Batoche had broken out. That it meant great danger to our little colony was undoubted, as we were situated between two settlements of native Half-Breeds.

That this is not the place to comment on why these people took this action, will be admitted. We were sufficiently cognizant of the dissatisfaction in regard to river front surveys, among the Half-Breeds, also their claim that they were being ousted out of their native land by an invasion

(1) Xavier Gougeou, commonly called "Louis."

(2) This is "The Old Cemetery" near the present Exhibition Grounds.

(3) C. J. Brydges.

of white people then taking place, more marked than even the present one, only less effective in settlement. That these grievances were aggravated by agitation is undoubted, but lack in the exercising of common sense on the part of officials, of whom much was expected, had more to do with the outbreak than anything else.

From Saskatoon was sent the first word to Toronto announcing the arrival of Louis Riel on Canadian soil on this occasion, July 2nd, 1884, and his development as leader on the opening of the disturbance was well known.

True to the expectations of the Saskatoon people, the agitation extended to the White Cap Indians (1) under the influence of the Half-Breeds settled near the reserve, and as a result the entire population struck camp to join the rebellion at Batoche. On their way they had to pass Saskatoon, where preparations had been made to receive them either as friends or foes, as the case might be. The settlers had mostly been sworn in to defend the women and children, and had elected E. S. Andrews as captain of their home guard. They had also taken the precaution to let the Half-Breeds and Indians know that they were prepared for the emergency. We believe Chief. Whitecap did not wish to leave the reserve, and join the rebellion, but the hot-headed warriors, influenced by a few Half-Breeds and emissaries from Riel, were disposed to be hostile, and the result was that the whole tribe appeared in sight of the village one fine morning. Our scouts had been watching them, and we knew of their coming. We suspected, too, (what we found afterwards to be true) that they had Riel's instructions to wipe Saskatoon out on their way north. They could not get round the village for the deep snow, and after trying in vain to do so, they came on and were stopped in the heart of the village for a conference. Mr. Hamilton was chosen as the representative of Saskatoon people, but could not take the job; and Mr. Copland had to step into the breach as the alternative choice. An attempt was made by friendly advice and warning of danger to get the Indians to go back to their reserve, but without result, and the whole party moved on, leaving Saskatoon unscathed, and still watching them; so as to keep telegraphic communication.

The quick following events of the next few weeks culminated, upon the arrival of troops from the east, in the well-known battle of Fish Creek, the result of which was to again bring Saskatoon into the foreground as an important point. The necessity for hospital accommodation was immediately filled by the people placing all their resources in houses and stores, and the best help they possessed, at the disposal of the authorities. It was accepted, and for three months the village was one active scene of military life, and for the time it might be said that all attempts at settlement or agriculture were abandoned.

Through this opening of the houses to the wounded, diphtheria (for which there was no remedy known at that time) was brought to the home of Mr. and Mrs. Copland, who were thus bereft of their daughter, Jessie.

In September, one highly esteemed settler, the pioneer of all, Mr. Hamilton, paid a visit to his old home in Ontario, from which he never returned. His death, from asthma, was a shock to those left behind. The autumn of this year witnessed many difficulties in the adjustment of claims arising out of the rebellion, replevins of stock, losses of property, and all sorts of readjustments of rights. So far as the season was concerned the progress for the year was nil in many directions. The people, under the alarm of the year, had applied for and been accorded the right to settle under the hamlet system, and it continued to be so conducted for a considerable time. The privilege was subsequently withdrawn, and things all seemed to be going their usual course, but the settlement had got a setback by the rebellion of the Half-Breeds which it took years to recover from.

(1) These were Sioux, by repute the fiercest of the tribes of the Prairies. They had taken part in the defeat and slaughter of the Custer column in 1876, by Sitting Bull. They took refuge in Canada, but did not return with the rest. They were given a Reserve at Moose Woods, with White Cap for chief.



The first school was opened this year as a voluntary one (1), under the management of J. W. Powers as teacher, followed by Mr. Davidson and Gerald Willoughby.

The year closed and the winter passed without any marked event. At Xmas a police station was opened and has continued up to the present time. When the 1886 season for settlement opened, the injurious effects of the rebellion made themselves apparent, and a decidedly dull season was opened with practically marking time. Some incidents of everyday life, of more or less importance in their influence, were taking place,—marrying and giving in marriage,—but no great advance was made in any direction.

## THE TEMPERANCE COLONIZATION SOCIETY AND THE FOUNDATION OF SASKATOON

By JOHN N. LAKE

(This was written by Mr. Lake in 1903 to supplement and correct the previous narrative taken from the Phoenix).

In July 1881, J. A. Livingston came into my office in Toronto and told me the Government were selling lands at \$1.00 per acre in the North West and four of us at once subscribed for over 100,000 acres. Dr. Grant, of Queen's University, gave the enterprise a great impetus at the Toronto Exhibition in September, and by February we had applications from about 2000 subscribers for land. The Company was formed and application made and a grant of 2,000,000 acres was made, as we supposed in a solid block, but we subsequently found we could not secure it in that shape. However, an expedition was ordered. I was appointed Commissioner, Mr. S. W. Hill was Adviser, being an experienced farmer, and associated with us were G. W. Grant as Assistant Commissioner, Frank L. Blake, Surveyor, Harry Goodwin, Mr. Tait and a Frenchman for cook, and a halfbreed to look after horses, etc. The latter three were picked up on the way. Mr. James Hamilton, his son Robert, and Mr. Peter Latham, accompanied us all the way. Mr. Eby and Clark (2) came by boat from Winnipeg to Prince Albert, then by trail.

The outfit left the fourth siding west of Flat Creek where the Moose Mountain trail crossed the C.P.R., the farthest point to which the cars ran on the 6th of July, 1882. We had our own troubles every day, for we were all "tender footers", and it took us till the 28th of the month to reach Clark's Crossing. We did not travel on Sunday, and generally had some sort of religious service at eleven. July 30th was Sunday. A beautiful day and very warm, 80° in the shade at 11 a.m. But we had preaching in John F. Clark's house. Persons present:—John F. Clark, who had come to the "Crossing" in 1880 from Guelph, G. W. Grant who led the singing, S. W. Hill, Jas. F. Eby (3) John Clark, Toronto, father of Mr. Frank Clark, known to most of you, Peter Latham, F. L. Blake, Surveyor, Harry Goodwin, Mr. Tait, the French cook and the half-breed helper. (The reason Mr. Hamilton and son were not with us was Hamilton's wagon broke down in the hills east of this, and Robt. had to come to the Crossing, and go back for him, he having stayed with the stuff. He was three or four days alone, had a gun, but no caps, hence his muzzle loader was no good to him). John N. Lake was the

(1) Not 1885 but 1884. A committee of the Temperance Colony Pioneers' Society raised \$271.64 for the salary of the teacher. Much assistance came from the T. C. S. A building was raised. It was equipped with maps presented by the T. C. S.

(2) John Clark, see below; to be distinguished from John F. Clark, of Clark's Crossing.

(3) James M. Eby.

preacher. Hymns sung were "All Hail The Power Of Jesu's Name" and "Shall We Gather At The River." The lesson was 11th chapter of John's Gospel,—the text being 25th and 26th verses. The theme was the possibility of a new life where only death seemed to reign and incidentally the possibility of a glorious resurrection from this country, especially if our faith and hope were in God.

The following day, Blake and Grant left for 10th base in order to locate Clark's Crossing exactly. Mr. Hill and I went to Moosewoods and on our way back camped on the hill over the River, thinking that it was a fine spot for a town. The mosquitos drove us out of our tent at 4 a.m. and we built a fire, got our breakfast, and reached the Crossing at 10 a.m., August 2nd.

Blake and Grant had located the Crossing at almost the extreme northern boundary of the Colony. So on August 3rd I started up the River again with a Mr. Sayer who was on his way West and could talk Sioux. Camped on the reserve and I found that Whitecap said there was no point on the river between Moosewoods and the Crossing where both banks of the river were as low as in this region, so we came back and examined the locality and went to the Crossing and discussed the matter with Grant, Hill and Blake, and we decided to recommend this locality if we did not see a reason to change before we left.

Aug. 6th.—Sunday, preached again. Acts 3-19. Congregation 10 persons (1).

Monday.—Grant and I started for Prince Albert, looking for timber on the way and Blake, Hill, Tait, Goodwin, Latham, and the Hamiltons went south and east to survey and explore still further. We all met again on the 17th., Mr. Hill was very sick and on the 19th we sent him to Prince Albert on his way home by boat to Winnipeg.

Aug. 18th.—All camped at or near Mr. Kusch's lot and examined the shore west of that and further south. Then we decided on section 27, and further south, and fixed our boundaries,—we thought of "Minnetonka" for a name at first, but we found some "Saskatoon" berries and that settled the name.

The following Sunday I preached the first sermon in this locality to 10 persons, four of whom came 3 miles on foot. Text: Hebrews 11th chapter, 12 and 13 verse.

After spending some days about here we all went back to the Crossing, settled up our matters. Grant and Tait came home by Moose Jaw, and four of us started across country, struck the Humboldt trail and Touchwood Hills to Qu'Appelle in 7 days, resting on Sunday. We would start at 4.30 drive till 6.30, breakfast, and off again at 8, travel till 12, dine till 2, start again, supper at 4.30, off again at 6, camp at 7.30. Horses were slow and trail not very good,—a tiresome journey and we were all pretty well used up.

When I got to the station at Qu'Appelle and saw the track and a freight car you cannot tell how glad and thankful I was that the worst of the journey was over. I saw an Indian under the car examining the axles and wheels and after a while he came out and went all around the car and felt of it and then he looked up and down the track, and he could see it for miles, and got down and felt of the rails, and then turned to me as I came up to him and said, "How! how! White-man, make big trail and big fire cart and go like the wind."

The following year I left Toronto May 1st, 1883, reached Winnipeg on the evening of the 4th, arranged for scows, cables, lumber, shingles, doors, sash, tin, nails, etc., to be sent to Medicine Hat, and floated down the Saskatchewan to Saskatoon, Mr. S. R. Kerr to boss the job, but he was to get ready as soon as possible, so I came on to Moose Jaw, took the trail and reached the Colony on 29th May. I found the Government surveyors were surveying our lands along the river and further North of the Crossing, in long narrow strips, like Half-breed lands at the Red River, and as nothing

(1) Mr. Lake is here, and from time to time subsequently, making a selection from his diary.

could be done here I started for Moose Jaw on 9th June, and thence to Ottawa, saw the Surveyor General, Sir J. A. MacDonald, Sir David McPherson, the Minister of the Interior, and orders were telegraphed to them to lay the land out in square sections. On my arrival at Moose Jaw, on my way down from the Colony I went up to Medicine Hat on the 20th of June to see Kerr and his scows and lumber. He was almost ready to start on his wonderful and perilous journey down the river. I then returned to the Colony on 20th July, found the survey of the town site progressing finely: on Aug. 18th it was finished, and we had a holiday and raised the liberty pole (the longest pole we could find) (1). Had a general jubilation, all the settlers round and from the Crossing and below to the number of 30 or 40 people. On the 27th of August the lumber came and we all rejoiced. Started the Office and various houses, and on 20 Sept. I left for Moose Jaw again, and on to Toronto, leaving a band of earnest determined people to face a cold winter and tremendous difficulties. God and the people alone know how they pulled through.

The following year I spent about a month in the Colony, arranging matters and left for home about the first of June, dropping out of all connection with the Company the following year, leaving about \$8,000 of hard cash in the wreck. I paid one cheque in the spring of 1882, of \$5000 on stock. I was worried by the interminable law suits, which I thought unnecessary and unwise. However, I was vindicated by Hon. Justice Rose, who said if all had paid up like John N. Lake no lawsuit would be needed.

### The Moose Jaw-Saskatoon Trail

Mr. Russell Wilson says:

In 1883 there was an old trail running from the unknown north south to the Missouri. It passed through Prince Albert, Batoche and Fish Creek but did not touch what is now Saskatoon. Rather, it ran about six miles east. It touched the Saskatchewan River at the Elbow and then passed to and through Swift Current. A new trail was blazed by Mr. Geo. Grant and Mr. Frank Clark between Moose Jaw on the Canadian Pacific Railway and the Elbow. This made a shorter route from the east to the river than that of the old Swift Current trail (2).

Mr. Gerald Willoughby tells of a caravan trip from Moose Jaw to Saskatoon:

As a rule people who made up a caravan came from some eastern point or from over the sea. If they came from the East they had a carload of settler's effects, usually consisting of three horses and probably three or four cows, a lumber waggon, an eastern plough (which was no use to them after they got here), a harrow, a few household goods which the wife clung to, and a necessary adjunct was always a dog.

When they arrived at Moose Jaw they had to be very careful of their money. Some of them stayed at a building put up by the Temperance Colonization Society in 1883, where they could store their effects, others had tents and lived outside. It was always a busy season getting ready for the trail.

(1) James M. Eby says: "In August there was a gathering of all the settlers on the site of the prospective city on which were two or three tents, but no buildings. There were perhaps a score, possibly a few more, of us all told. We raised a flag pole on which floated a Union Jack and, amid speeches and merrymaking, celebrated the founding of the city of Saskatoon."

(2) Traces of this track still exist: it will be identified by its triple line, the majority of vehicles being of the cart type, the centre track that worn by the single pony. Later trails were made by team traffic, and can be distinguished by the team's tracks throughout the course of the joint trail running south from point of meeting. (W. P. Eate.)

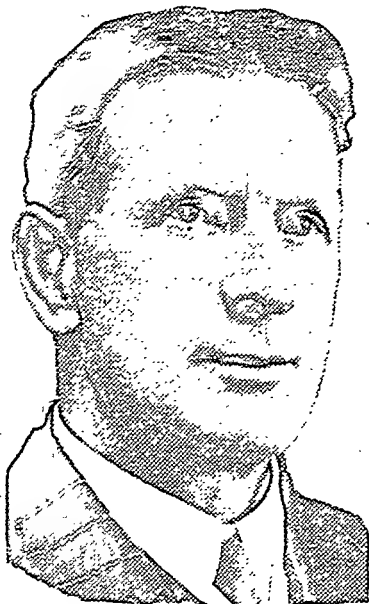
Some of the people had caravan tops for their waggon, others were not so fortunate, and had only an open waggon.

After getting all the household gods packed up, and the cattle assembled they would start off, often only going as far on the first day as the Big Coulee, which was about a mile from Moose Jaw, as it was usually late in the day before they got started.

Rarely did any of these people start without being accompanied by some person who had been over the trail before, that is after those first ones who pioneered the way. It was almost impossible at first for a man to find his way over practically a trackless desert.

For the first few miles of the road there were shacks where the settlers had taken up their land, but these became fewer. Beyond twelve or fourteen miles out there were no more houses and nothing but the vast plains.

The second night's camp was almost invariably what was called.



GERALD WILLOUGHBY

"White's Slough," about twenty miles from Moose Jaw. We had to select certain places for camping as we had to have water, and as a consequence certain places along the road were fixed for camping places.

It was new the first day, and everything was interesting, even the gophers and jack-rabbits, which had never been seen before. Settlers had never seen the prairie flowers before, and you can understand the interest with which they looked on the new panorama.

The third night brought them to the "Indian Grave", so called because it had been an old Indian camp ground and place of burial. This was where we first touched the Big Arm Valley. They were all glad to reach this spot, as two days' travelling across the prairie is more or less tiresome and it was good to turn the horses and cattle into the valley where water was plentiful. It was a regular little green oasis.

From the "Indian Grave" a road led along the valley and up through the sand hills, where the cactus grew, and it was about the only thing that did grow for forty miles, until the Elbow of the south branch was reached. I don't think there was ever a party coming in that didn't wonder why

they had come into this desolate stretch, where they were going, and what was the meaning of it all. The women would be getting tired and the children cross. I don't think there was ever a soul that took that trip but was oppressed with a terrible sense of loneliness upon this wide and boundless expanse, yet I never heard of a party turning back.

When the caravan reached the Elbow they got their first sight of the Saskatchewan River. The settlers had been hearing about the Saskatchewan since they talked about coming West. Now the waters of the great river were lying before them, a beautiful and refreshing sight. There are few places, if any, where the Saskatchewan impresses you as it does at this point. Here the travellers usually rested for a day.

On leaving the valley at the Elbow they were confronted by a hill that was just a one mile haul, and as a rule they doubled up for it. By the time the horses got this far they were playing out, not being used to the prairie or prairie food, and they looked thin and miserable and worn. Each party helped the other, until finally the top of the hill was reached. Then before them was as barren a country as was ever seen; not a bush grew on it high enough for a gopher to hide behind. There was little wood to be had on that stretch, and often no water, and quite frequently it was fire-swept and not any feed to be had. Travellers always had to carry wood for this forty mile part of the journey and commonly they had to carry such water as they could or go without, and when stock was being taken along it took practically two days to make that part of the journey.

When they reached Beaver Creek (1) they were always very tired, and the women were glad to stop for a rest. Two babies were born there on caravan trips.

It is not known where the name "Beaver Creek" comes from. It seems to be legend in this country.

Leaving Beaver Creek they were practically never out of sight of wood or water from there to Saskatoon, and of course hope was rising as they were coming to the end of their journey. It took as a rule about two days for them to come in. They finally came to the river here, taking in all about eight days for the trip, when they had stock along, but without stock the trip might be made in four days,—about forty miles a day. This is a picture of a mixed company of men, women, children and stock. When the women arrived you can imagine the condition of their clothing and that of the children.

It is a splendid fact that these women and men were determined to find a home for themselves and their families, and the women folk were standing right with them. After arriving the settling and looking for a home began.

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(Mr. Gerald Willoughby tells of the following experience on the trail:)

In the early part of one winter, (it was about December 15th) Mr. McCordick and I were caught in a very severe storm while returning from Moose Jaw. We struck Beaver Creek just about dark and searched for the Wilson house. We walked a long time but could not find it. By this time I had grown so exhausted that I sat down, but Mr. McCordick, who was a robust man, grabbed me by the collar and said, "You can either get up or I'll let the black blood out of you where you sit." He walked on and I jogged after him. Finally he made some tea and we ate something and started again to search for Wilson's house. After a couple of hours Mr. McCordick saw a house in the distance. I collapsed completely so that McCordick had to take me on his shoulder and struggle towards the house. The Wilson boys ran out to meet us and help us into the house. I had fallen into some holes in the Creek and my clothes were frozen. They cut

(1) This is Beaver Creek, 45 miles from Saskatoon and in the neighborhood of the present Dundurn.

them off and with the warmth and a little nourishment, I revived, but I was not able to get around for about ten days." (1).

(Mr. Bate tells of a trip he took alone from Saskatoon to Moose Jaw:)

It was at midsummer in 1888; having a light spring wagon and a team of fresh and high-spirited ponies I looked for a rapid journey. I had been over the trail a few times before, in company and with oxen, so that I knew the details of the road fairly well. This time, however, there was an unusual sense of responsibility, for I was to meet in Moose Jaw my sister who was to come back with me for a visit of a few weeks. The time of year forbade prospect either of having company on the way or of the likelihood of falling in with any other traveller. At no time was it the simplest of matters to go alone through that journey over 160 miles of uninhabited wild country; to care for the safety and comfort of a lady added the burden of a constant anxiety to what usually was no more than a somewhat monotonous adventure. Not only must there be above all else nothing to mar the return journey, but there must be good luck on the way down also to the railroad town, since that particular train must obviously be punctually met on arrival. The greatest drawbacks, however, of that journey were absent, for the mosquito season was past and these were the days of pitiless, glorious sunshine with still starlight nights,—ideal weather for camping.

Water was scarce along the trail at any time but in early spring, only three unfailing places were known: at each of these a night camp must be made. These were at Beaver Creek (Brightwater Creek on some maps) 45 miles out, the Arm Valley where it joins the Saskatchewan at the Elbow and the "Indian Grave" ravine, some 40 miles this side of Moose Jaw.

Setting out at daybreak, breakfast was made at the "big bluff" three miles beyond which to-day lies the village of Clavet. In view of the exceptional necessity for having everything right, I took the trouble at this place to make up the full camp as if for night, in every detail. It was possible here, and it was the last chance, to remedy any serious defect or omission by a return as far as the most outlying neighbor's place. Everything was found, however, to be in order and the first unhitching and re-hitching of the team went well. One might possibly be allowed to be less careful in this when at home, but here was no place to play hide and seek with loose horses. Mine were bred not far from the first night-camp I was making for and would, I knew, not stop short of that place should they get away at any place on the road. At every turn care was demanded, since the slightest mishap or loss might have extremely awkward results.

Food for such a trip would necessarily be limited as to variety. Canned luxuries were out of the question then; flour, bacon and tea were the mainstays. Having no device for keeping bread or butter fresh in such weather, these could be enjoyed only for the first days out. Game, in season or out, would be shot if possible on sight. Except at one or two places, fuel could not be found. I made a practice of carrying a couple of stout dry poplar poles, slung beside or under the rig, cutting away when necessary enough for a small fire. They had been found also on more than one occasion very useful, used as levers, in emergency.

Camp at night was selected chiefly with a view to the comfort of the team. On this trip I was to learn that it is safer to tether horses well out in the open, away from dark places or scrub. When picketing horses out after dusk, experience taught me the wisdom of leading each one after driving the picket pin round the outer limit of the circle,—the rope sweeping the ground,—to make sure that no unseen obstacle could catch the rope and limit the freedom of the tether. Each would be so picketed as to be able to rub noses with the other without danger of crossing ropes. Sleep

(1) Mr. McCordick, in carrying Willoughby for such a long distance, had his thumb frozen, for the circulation of the blood was arrested in his hand by the position. In consequence he lost part of his thumb.

was taken in the open, or at most under the shelter of the wagon. A tent was not usual; rapidity of making and breaking camp was more considered than comfort. On this trip I would have used one for the return journey, but the best I could borrow was a couple of ample canvasses. For the two bed coverings, the pole of the rig, propped up by the neck-yoke, provided a ridge pole, over which, after the bed was made beneath, one canvas could be spread, its loose ends weighted down with sods or stones; the other canvas, draped over the windward side of the rig, would provide shelter for the other.

Beaver Creek being made in the early evening, the first night's camp was made on the higher land beyond. The first night was always for me a wakeful one. The unusual condition of a first night's bedding on the prairie made sleep a difficult matter, whether in company or alone. The stillest night seemed somehow not to be silent, the ears seemed only to be too dull to catch the sounds, and for hours I experienced such sensation as perhaps the partly deaf may have, aware that there are many sounds about them which keener ears are hearing. Whether these sounds are coming from along the earth or through the air above or from below, they seem to be there and the foolish ears strain to catch them. I have heard others speak of it—one fancifully described it as the night-song of the prairie. I know that whether it be purely fantastical or not, it does not make for sleep. Advances toward sleep also were broken by the faint ripping sound, brought at times over a faint stirring of the night air from where the horses were grazing, the sharp ring of metal on a halter, the fanning wings of wild-fowl making for the creek water, the call of a night bird or a coyote far away—sleep seemed hardly to have come before the dawn and the necessity for rising. Ten miles must be made before breakfast and before the sun gives more than a hint of the place of its rising one must be away.

The ponies, refreshed by the double watering overnight and before starting, travelled well in the cool of the early morning. Half the day's miles must be made well before midday, to allow for a long rest for us all in the heat. A small keg of water, filled at the creek, was carried, and would give them a spare allowance then, but their next real fill would be taken at the Elbow.

This portion of the country is probably so changed and bettered by settlement as to be now unrecognizable. We who travelled it in those days remember it as the longest stretch of barren waste on the whole journey. Through many miles of broken, uninviting land the trail wound in and out about its hollows and hills, countless little eminences crowned with innumerable stones; there were stones in all the valleys, stones in the road, stones everywhere, with never a growing twig among the scanty herbage. Here and there a single boulder would show like some huge egg in its basin, the hollow about it probably formed at first by some mad-dened procession of buffalo scrubbing from their bare flanks the swarming insect pests; later, by other herds, when water collected in the basin, wallowing and carting away cooling plasters of mud. In one valley of some acres, discovered once when herding back some straying oxen, I remember noting that all the stones lay grouped in wide continuous rings, so placed as if holding down the skirts of many wigwams in some bygone day.

On the horizon, the lines of low and far distant hills were visible, the tedious hours of travel but little changing their form through the weary day. Toward the end of the afternoon a suggestive glimpse of deeper color in the skyline ahead shaped itself by degrees into definite outlines of better promise. At the end of another hour these became more distinguishable and were seen to be bold bluish headlands, slashed with lighter color and deep shadows; before long, from the crest of some unusual elevation, their double line of banks showed the channel of the great river, miles away. After the monotony of the stony wastes, the gradual developing of this approaching panorama is impressive. At no point, possibly, do the banks of the Saskatchewan unfold themselves to the view more majestically than here. The full glory of it lay before me as I drew rein on the crest

of the hill by which the trail dips sharply to its winding mile-long way down to the valley.

From the distance to the right, the high banks of the far side of the river appeared, coming up from the south-west, bold and precipitous, sweeping forward in the great semi-circle of the Elbow-bend round to the north-west, far to the extreme right and so behind me. From the left, the spacious valley of the Arm river spread between more gentle banks, coming in from the eastward to join the river. Serpentine through its wide meadow bottom I could trace from the far distance the course of its tiny stream until, curving toward me, it was lost to sight below the hill. Where its course ran then I could not follow, for the valley here, widening out its arms to meet the river a mile or two away, is abruptly hidden with a close dark mantle of brushwood which covers its whole expanse and seems to sweep right to the foot of the distant ramparts across the river. The waters, running half a mile wide at their foot, are almost wholly obscured by it. On the crest of the opposite bank of the valley, low tumbling seas of sand hills rolled away to the blue horizon. The thread of the trail, lost for a while in the valley bottom, could be traced windings its way up the slope toward them.

Hundreds of feet below me the spaces near the fringe of brushwood showed pitted, over a wide area, with small black circles. Historic camping ground is here, where all trails must gather to round the bend of the river, from north or south. Could it but speak, what wonderful story would this very hill on which I stand tell of the thousands who have slept down there since the Red Man first built there his evening fire!

But the thirsty ponies have long since caught the scent of water on the air and were restless to go down; I may indulge my imagination and people again this wonderful place with ghosts of past generations while we make our way down the long, steep hill. Right at the foot of it a little bridge crossed the few feet between the banks of the little stream, leading us to the open camping space in the middle of the now darkening valley. The heights of the far bank of the river shot toward me, over the dark expanse of tangled brushwood a last reflection of the sunset—as if some departing spirit of the place, hastening away, were casting a last backward look at these disturbers of its solitudes. The hills seemed to close in about us as the stillness of the night fell.

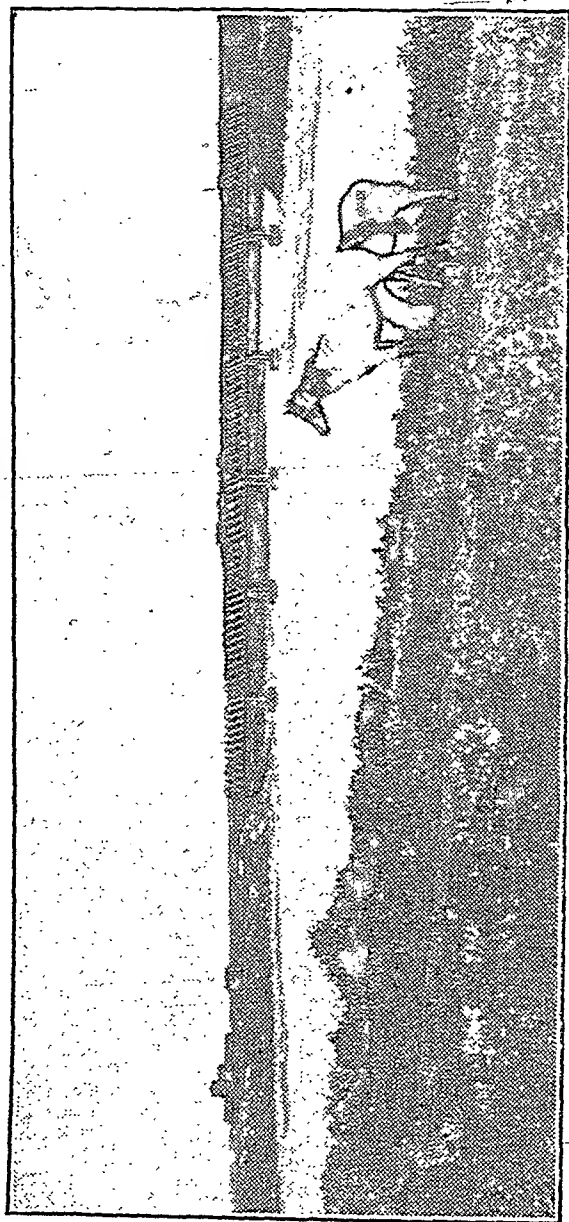
Abundant fuel was here, and by my camp fire I had brought a plentiful store to keep it alive well into the night. Its glow shone out upon the tethered ponies standing out against the background of the distant thicket. They were surfeited with water and feeding contentedly in the richer grass of the valley. I, well fed and refreshed also, could now for hours enjoy the companionship of the welcome blaze and watch them. The last sticks of firewood were at last reached, and I went to cut them up for a final blaze, by which to make the bed, but as I went the uproar of pounding hoofs suddenly broke the stillness and the ponies were racing toward me. Before I could as much as call, their tethers checked them and threw them about and they stood stiffened at their ropes' full stretch, heads high and ears cocked toward the brushwood. As I ran toward them, calling, Billy spared me but a quick turn of the head and was again intent upon the darkness beyond, snorted and pawed the ground. As I led him over toward Alice, the mare came quickly over to meet us. They were soothed after a while sufficiently to snatch again a bite of grass, but there was a quick suspicious lifting of the heads and a peering into the darkness between every few nibbles. When their heads came to be lifted at longer intervals, having the axe with me, I went over to see how Billy's tether pin had withstood the heavy strain. Finding it partly loosened, I struck it downward. The ring of the second blow seemed to blend with some curious sound which I could not distinguish; my feet were snatched away by the rope and I was sprawling on the grass. Billy, racing again, had thrown his weight against the pin and I felt sure that it would not stand much further strain. The alarming danger of the situation was obvious and terrifying. I had Billy's rope at once in my hand and could ease the strain on the pin, but should Alice break away into the darkness, I could



not hope to hold him, and the vision at once flashed upon me of the possibility of the next few moments finding me standing helpless, eighty miles from anywhere, listening to the sound of their stampeding out into the night. With indescribable relief, working my way up his rope, I at last laid my hand on the roan's halter. He was trembling, and his neck was wet with the sweat of terror. In vain I tried to lead him forward to the tether-pin, to draw it. Necessity for quick action impelled me to the risk of cutting his rope and I more followed than led him over to the mare, drawing her pin as I passed over it, and took them over to the camp, tying them to the wagon. Remaking the fire, I spent some time petting and soothing them, and finally gave them some oats, thinking out what I would do.

Assuring myself that they were secure and less timid, I went off hurriedly to find Billy's rope and the axe, taking care to continue to call to them. Splicing the rope, I led them out after a while, and driving a solid stake very securely, passed a running hitch of each rope about it and prepared to sit the night out with them, if necessary. Not knowing what was to develop, my gun was taken with me. I had hardly settled down to this when, from the direction of the thicket a queer little sound came, not unlike the bleat of a lamb or calf, and the ponies were again alarmed. They were not quite so hard to quiet as before, but it was well that my device for holding them was sufficient. Through the hours of the long, uneasy night this sound came at intervals, and towards dawn, the mysterious call having been silent for a long time, and the ponies having well grazed, I tied them again at the wagon and lay down for a brief rest, but slept until the broad sunrise of a glorious morning. The ponies were standing peacefully nosing in the wagon for stray grains, the valley still and resplendent in the morning light. The overnight blackness of the brushwood had entirely disappeared, and its shade appeared inviting. The colors of its upper foliage, like a vast carpet over the tangled undergrowth, spread before me into the distant mists on the river. Nothing suggestive of the evening's experience hung about it, and one might have thought that even the ponies,—so drowsily did they hang their heads as I hitched them up for the early travel,—were somewhat shamefaced at their recent terrors.

Across the valley and up the hillside, the trail now led to the long stretch of sand hills above. As the team slowed down with the ascent up the deep sand of the road, I threw the reins over my back and proceeded to fill my pipe and watch the prospect about me. I was suddenly precipitated backward and would have fallen over but for the reins holding me, and my team were running away up the hill before I could tighten upon their mouths. Close behind me that queer bleat sounded again and again, high above the clatter of all the jolting contents of the wagon, while the horses plunged up the road in spite of the sandy footing at a breakneck pace. — A glance over my shoulder showed the cause of the trouble. Bounding gracefully along beside me and easily gaining on the horses, finally gaining to Billy's side, it turned suddenly aside as if in disappointment at finding him not to be of its own kind, and in a flash its white tail disappeared over the side of the road as it made for the valley again. It was nothing more dangerous than a little white-tailed antelope. For all that, on the return journey, I took the ponies well away from that brushwood for their night picketing, and slept with one ear awake.



SASKATOON IN 1890

## PIONEER SETTLERS IN AND AROUND SASKATOON

(A pioneer settler is defined as one coming in by trail and before the Railway in 1890)

1880—J. F. Clark, of Clark's Crossing, and the present Clarkboro, where the C.N.R. main line crosses the South Saskatchewan.

1882—Named in the diary of John N. Lake as with him at the exploration and selection of the site for the Colony, and for its town:—

Clark, John (father of Frank and Charles).

Eby, James M.

Grant, G. W.

Goodwin, H. W.

Hamilton, James (the father).

Hamilton, Robert (the son).

Latham, Peter.

1883—The names of the following appear in the Minutes of the Temperance Colony Pioneers' Society as members without having been entered as voted into the Society. The presumption is that they are charter members from its inception on March 1st, 1884, and therefore came into the settlement during the previous summer (1883). However, as all the minutes are not embodied in the Minute Book, there is some doubt in the case of names only appearing in and after May, 1884. When there is substantial corroborative evidence of their coming in in 1883 the names are placed here as charter members.

Brown, Archibald L.

Caswell, Joseph.

Clark, Frank.

Conn, John J.

Copland, Thomas.

Dulmage, Robert W. (brought in his wife and children, Anson, Howard, Esther and Lucy, next year).

Garrison, Geo. W.

(Goodwin, H. W., 1882)

(Hamilton, James, 1882, 1st President of the Society).

(Hamilton, Robert, 1882).

Horn, William F.

(Latham, Peter, 1882, 2nd President of the Society).

Lyness, R. (John?)

McCordick, Robert.

McGowan, James.

Powers, J. W. (1st teacher, publisher of the "Saskatoon Sentinel").

Richardson, Richard T.

Trounce, William Henry.

Willoughby, Gerald T. A.

Willoughby, Dr. J. H. C. (1st Secretary of the Society).

Wooldridge, E. J.

The following also came in in 1883:—

Caswell, Robert W.

Clark, Charles (soon returned to Toronto).

Clark, Robert (the first to die), wife and children.

Cook (?)

Eby, Mrs. J. M. and children, Eliza, James, William, Manley.

Garrison, Charles (returned soon to Ontario).

Garrison, Donald W.

Goodwin, James.

Goodwin, Charles.

Hamilton, Mrs., and children, Maggie, James, Thomas, William.

Hunter, William, and wife and children.

Kerr, Samuel (with lumber from Medicine Hat).

Kusch, Karl, wife and children, John, Matilda, Julia, Charlie,

Mary, Albert, Frank.

Lake, Silas (brother of John N. Lake. He returned before 1886).

Latham, Mrs. P. and children, Arthur, James, Tom, Lizzie, Annie, May, Harry, Oscar, Charlie.

Pugsley, S.

Robinson, Peter.

Stewart, John Walker.

Teeple, Silas.

Wilson, Robert (settled at Beaver Creek with his sons, Russell and James R. Mrs. Wilson and Archie came in next year).

1884—In this year the following new names appear in the Minutes of the Temperance Colony Pioneers' Society (some during the winter), and are known to have been recent arrivals:—

Clark, J. Wesley (son of Robert Clark).

Congdon, Robert G.

Coster, Charles H. (frozen to death in March, 1886).

Dickinson, Charles.

Gougeon, Xavier ("Louis").

Graham, Robert.

Graham, William S.

Hawke, Edgar Basil Dallinger.

Hilliard, George.

Kerr, Fred W.

Keyworth, Fred.

King, Robert.

Maxwell, Edward.

Meeres, Edward (frozen to death in 1887-8).

Smith, Fred H.

Other arrivals were:—

Andrews, Capt. E. S.

Barrett, George.

Blackley, David, wife and children, John, Charles, Sarah and Anne.

Fletcher, Joseph (wife and children next year).

Hailey, Ernest.

Hailey, William.

Hattie, Mr. (left soon).

Irvine, Wm.

Irvine, "Frankie" (the sister).

Kerr, George.

Lake, Frank.

Lake, Charlie.

Lamonde, F. A.

Marr, Alex.

Malloy, R. J., with wife and children.

Mason, Richard.

Powe, James D., wife and children, Wilbur, Gertie, Florence, Arthur.

Smith, Henry.

Willoughby, Mrs. (mother of Dr. and Gerald, transient).

1885—New names in the Minutes of the T. C. Pioneers' Society are:—

Cleveland, Elijah.

Cleveland, John.

Horn, George E.

Robinson, Fraser.

Other arrivals were:—

Clement, G. T.

Fletcher, Mrs. Joseph (Grace, after whom Grace Church was named).

Garrison, Mrs. G. W. and children, Sandy, Wilkie, Everton, Maud.

Lasher, Simeon.

Lasher, David W.  
 Pendygrasse, Harold.  
 Pendygrasse, Neville (drowned off the ferry in 1887).  
 Pendygrasse, Sefton.  
 Robinson, Amos.  
 Thompson, Mary Ellen (sister of Mrs. Fletcher, now Mrs. Capt. Andrews).  
 Wheeler, Seager.

1886—The following additional names appear in the Minutes of the Methodist Mission, which was opened in this year, and are known to have been recent arrivals:—

Smith, Archie (son of Henry Smith).  
 Smith, Joseph Albert (son of Henry Smith).

Other arrivals were:—

a'Court, Hon. W. A. H.  
 Barley, George.  
 Bate, W. P.  
 Gagen, Geo.  
 Irvine, Kate.  
 Mawson, John.  
 May, Captain Charles W., R.N., and son Charles.  
 Proctor, Joseph.  
 Shephard, John.  
 Stephenson, William, wife and children, George, Maud, Victoria.  
 Smith, Charles and G. L. (sons of Henry Smith).  
 Thompson, Alex.

1887—On the Minutes of the T. C. Pioneers' Society:—

Guthrie, J. W., teacher.

On the Minutes of the Methodist Mission:—

Hodgson, Frederick Watson Jonathan Judson (pastor).  
 Leslie, James.

Others were:—

Blackley, Andrew, and wife.  
 Brown, Herbert L. (Archie's brother), and wife.  
 Caswell, J. D., with wife and children, Mary, Martha, Jennie, Andrew, John.  
 Coster, Ernest J. F.  
 Hood, James (and family).  
 Irvine, Joseph.  
 Mrs. F. S. Pendygrasse.  
 Pendygrasse, Muriel.

1888—From the Minutes of the T. C. Pioneers' Society:—

Elliott, Miss Bella (Mrs. Geo. W. Stephenson).

From the Minutes of the Methodist Mission:—

Peters, Rev. J. (pastor).  
 Smith, Wm. ("Canary").  
 Davidson, F. G.  
 Donan, Hugh, with his wife and children.  
 McDonald, D. M.

1889—Mentioned in the Minutes of the T. C. Pioneers' Society for the first time:—

Brawley, Miss (Mrs. D. Stanley King).  
 King, D. Stanley.  
 Lusk, David.  
 McCallum, Peter, Instructor on White Cap's Reserve.  
 Salisbury, Walter, telegraph operator, Humboldt.  
 Skafte, J., school teacher at Clark's Crossing.  
 Thomson, James.  
 Thomson, Miss Alvina.  
 Tucker, W. R., Indian Agent (McCallum's successor).

To these add:—

Brawley, John.  
 Thompson, Miss Josina.

## NARRATIVE OF MR. ARCHIE BROWN, SENT BY HIM FROM CALIFORNIA TO MR. S. R. ROSS

I arrived at Moose Jaw, which was then the end of the steel, early in the spring of 1883. The town consisted of a few frame buildings and a number of tents; frame buildings were rapidly being erected, and the population was increasing. In connection with my brother I started a tinsmith business. Hundreds of railway contractors' horses were wintered here, and the death rate had been heavy. Coyotes and buzzards were plentiful and acted as scavengers, but they were unable to keep up with the supply of carcasses. When the warm weather came and the wind blew in the direction of the town from the camps, the stench was awful. Buffalo had practically been exterminated, a few heads were brought in from south of the town near the boundary, during the summer for shipment to Winnipeg, there to be mounted by a taxidermist. They generally were in a



ARCHIBALD L. BROWN

horrible state of decay, and it must have been a most unpleasant task mounting them. These were practically the last of the buffalo in the west. During 1884 there were rumours of three or four head being seen in the hills west of the Elbow on the South Saskatchewan. I believe there was no truth in the rumours, however.

A few of the citizens of Moose Jaw, myself among the number, after supper of an evening, for want of amusement, would stroll down to the railway yard and watch a settler unloading his car and preparing to start on the long trail to Saskatoon. At that time it seemed hard to understand why people would leave the railroad where land was just as plentiful and go to such a far-off spot. During the summer the Temperance Colony agent at Moose Jaw had interested myself and a friend in glowing accounts of the lumber which the Company was going to float down the river from Rush Lake, and the number of houses to be built. Finally he succeeded in persuading us to go to Saskatoon to help build all these houses.

In July we found that Geo. Garrison had come down for supplies and arranged with him to take us on his return trip. Early one morning Wm.

Horne and myself boarded the Garrison waggon and started on the trip. Another settler, Wm. Hunter, down with a yoke of oxen, was also returning with his load. The second day out Hunter took sick. Garrison made him as comfortable as possible on top of his load, and I volunteered to drive the oxen. I did not understand these animals, and they did not understand me. Whenever they came to a particularly bad spot they seemed to delight in going their own way through it. My cries of gee had no effect. When they got to deep enough water to suit them, which was about up to their stomachs, they would stop and nothing I could do would induce them to move; the cool water on their stomachs was so pleasant and the plagues of flies would not reach what was in the water, so they were content. I would have to get off, wade through the water and tramp a few miles ahead to where Garrison and the others were camped for a meal. Garrison would then come back with the horses and pull us out of the slough. Everything was novelty, and incidents like this served to break the monotony. Saskatoon was safely reached early one morning in August, Hunter slightly better, and myself a failure as a driver of oxen.

Disappointments came quickly. Saskatoon was only a name; the town consisted of only one sod shack built by John Conn and occupied by the McGowan family, a tent of Geo. and Chas. Garrison, and Dr. Wiloughby's tent store which also answered the part of residence for himself and his brother Gerald. These parties, with Geo. Grant, the Temperance Colonization Society Agent, and Robert W. Dulmage, seemed to be the population of Saskatoon. We were soon acquainted with all, and within a few days had met all the surrounding settlers. These were Frank Clarke, now of Dundurn, and his brother Charlie, now of Toronto, nine miles north of Saskatoon, the Hamilton family, Latham family, and Dick Richardson family about two miles east. Four miles south there were Robt. McCordick and the Goodwin boys and one Teeple. Nearer the river were the Eby family and Peter Robinson. A little stranger had just arrived to increase the Richardson family, and they were staying in a shelter convenient to the Lathams so as to get help until the mother was well enough to go on to their land. The Kusch family also were here. No lumber was in sight; nobody spoke as if they would require a house built when the lumber came, and nobody seemed to have any money to hire a man, anyway. Geo. Garrison wanted hay cut, and agreed to board Wm. Horn and myself for six dollars per week, we to cut hay for him at one fifty a day and get it out in board. We worked for some weeks at this cutting hay with the scythe and carrying it out of the water. Every hollow was a slough, plenty of hay and millions of ducks, almost as tame as farm bred ones. It was no use trying to be a sportsman, if you wanted ducks you could go out and in ten minutes have a meal. You had to shoot them on the water or go without duck, they wouldn't fly.

My next job was helping Thos. Copland build his first house, a sod one. My sleeping place was the cellar of the new house covered with some boards. My pay was to be in butter taken during the winter as required. Mr. and Mrs. Copland treated me as their son, and their little daughter Jessie was a great favourite of mine, for children were scarce. Finally some lumber came down the river in the Fall of '83, brought down the river in two rafts from Rush Lake by a crew of Swedes. A water soaked and sand filled lot it was; every piece of flooring or siding had to have the groove scraped out before it would be laid; no edge could be kept on a plane in trying to work it, as the sand was ground right into the grain of the wood. The rafts were soon broken up and the lumber piled on the river bank of what is now Idylwyld to dry and the buildings started. The Swedes put up what was called the Company Buildings, really a double store front; they then left for Moose Jaw. R. W. Dulmage, Chas. Garrison and Silas Lake put up buildings, mere shells, but it entitled them to a free lot. Geo. Grant put up quite a pretentious building, McGowan, W. Horn and myself being the carpenters. This was the extent of the building that Fall. During the winter W. Horn and myself put up a small building for John Conn, and towards spring started one for the Company. This used up all the lumber brought down the river. The uses to which the various

buildings put up that first fall were put were as follows: The Company stores were occupied by Dr. Willoughby, Fred Davidson and D. W. McDonald and G. K. Smith, while Dulmage occupied his own. The Garrison building was sold to the Fletchers when they arrived, as C. Garrison did not return from Ontario, the Silas Lake (1) building was used as school church, public meeting place and exhibition building, the Conn building became the Trounce store, the Company dwelling house was occupied by various tenants, the Clarks, Pendencygrasse, Fletchers and by T. Copland as the Company's Agent. The Grant building, occupied by the McGowan family the first winter, was used later by Capt. May, Wm. Sinclair, and as N.W.M.P. Police Barracks.

Life the first winter was not a bed of roses. Wm. Horn and myself occupied the sod shack which the McGowan family vacated. This stood about one hundred yards down the river on the top of the bank, and from what is now the top of the long hill at Nutana. A frame of poles had been set up and the roof built on this, the sod walls had been built all around the poles, and was no doubt snug enough in the summer, but time had its effects on the sods and they had shrunk, leaving a space of about four inches all round at the eaves. On blizzardy nights the snow would pile in and could be lifted off the blankets in the morning in chunks. Some stormy days the meals could only be eaten over the stove, while we retired under the blankets between meals. In December the supply of flour gave out, or would do so shortly. Accordingly, a party consisting of Dr. Willoughby, Robt. Hamilton, Lyness, W. Horn and myself set out for Moose Jaw with John Little Crow, an Indian, as driver of the Willoughby horses. Large parts of the prairie had been burnt, and there was no feed. By travelling light we made our suffering short, as ground was soon covered. After arrival in Moose Jaw storms and cold set in and a return start could not be made for two weeks. Very little flour could be taken on each horse sleigh, as part of the load had to be feed on account of the burnt ground. Our sleighs were of Indian style, all wood, no nails or iron, the tools required for their making being but a brace and bit and an axe. Eighteen miles were made during the first two days. Then it was decided that some of the horses were too heavily loaded for sleighs and toboggans would be an improvement. So the party camped in an empty settler's house, and W. Horn and myself returned to Moose Jaw and made toboggans, returning in a few days to the rest of the party. Once more a start was made. It was a struggle all day over and through the snow drifts, no comfort and no warmth except while moving. Wood would only be carried to make a fire for a pot of tea and to fry bacon. It was roll out of the blankets of a morning ready dressed to travel, light a small fire, break up a loaf of bread with the axe and break off some bacon, fry all the fat out of this, then pour some syrup in the grease, warm your hunk of bread on one side at the embers, dip in grease and syrup, and gnaw off the thawed portion, then repeat the process. The Elbow of the South Saskatchewan was eventually reached. A squatter resided here, the last of the many who had squatted in this section when it was expected the main line of the C.P.R. would cross at this point. We were welcome to crowd in, and the shelter was a comfort to us. A few days' rest was required. Besides, some of the toboggans were worn out. The bare spots between drifts on the burnt prairie and the stones there had worn the bottom out of some of these, and sleighs had to be again made.

Rested once more we started again. There was a stretch of forty miles with no visible trail or speck of shelter until Robt. Wilson's at Beaver Creek could be reached. Here Russell and J. R. were putting in the winter, their father, Robert Wilson, having returned to Ontario to bring out the rest of the family. This stretch was intensely cold and stormy. Beaver Creek was reached late one night. We had been travelling by the stars. The difficulty was to tell if we had struck the Creek a mile or two above or below the crossing and Wilson's house. A stop was made and arguments were held. Some thought we were above and some below the house.

(1) Still standing.



Finally, the Indian said he could smell smoke, and it was coming from up the creek, so it was decided to drive up, and after spending some time moving in this direction we came to the Crossing, much to the joy of everyone. Horses were soon in the shelter of the Wilson stables. The Wilson boys crowded us all into their house and gave us a royal welcome. I think four days had been spent on this forty-mile stretch, travelling early and late. A day's rest at Beaver Creek and once more we were on the road. From there we kept close to the bush. The snow was softer and made less plunging for the horses, and we had plenty of fuel to warm us when we camped for the night. The forty miles to Saskatoon were made in about two and a half days, and the people were glad to see us, as they thought we must have all perished.

We had returned, however, with a scant supply of flour, as a large part of it had been consumed on the journey, a large batch of bread being made up at the Elbow. To make matters still worse, the coal oil had leaked and given a decided flavour to the flour. One had the taste of coal oil in one's mouth all day. The diet for the rest of the winter consisted of snowshoe rabbit, an occasional prairie chicken, and corn, of which Dr. Willoughby had a supply in his tent store. For dessert we had dried apples. As soon as the snow began to soften Wm. Hunter decided to make a trip to Duck Lake to get some flour. He had oxen, and could only travel while the snow was soft, as crusted snow cut their legs. He returned in about a week with some of the Duck Lake patent process. It was made from badly frozen wheat, in an old mill of the stone type, and it was almost the colour of chocolate. Yeast refused to work in it. As soon as water or milk was put in and one started to mix the dough, it would stick like glue to the fingers, and it took a knife to scrape it off. However, it was decided by all that got some of it that it was the finest and best for making bread of some kind that they had ever eaten, just like cake. This ended the winter of 83-4. There had been one death, Robt. Clark—W. Horn and myself making the coffin. There were two births—one to the McGowan family and to the Richardson family.

In the early summer of '84 another party brought us some rafts of lumber down the river. Capt. Andrews, Louis Gougeon, S. Marr, F. Smith, Fred Keyworth, Edward Maxwell and several other whose names I have forgotten were in the party. The parties mentioned remained in Saskatoon—the two former being there yet. Several more houses were built in Saskatoon and other settlers came in over the trail. Families came to join fathers and husbands already there. W. Horn and myself decided to homestead. We picked out a half a section nearest to Saskatoon, then tossed a coin to see who would have the quarter nearest to the town. Our selection quarter on which the C.P.R. Depot stands, leaving me the quarter on which the Westmount school now stands. About '88 Horn went to Salt Lake City and some years later sold his homestead to T. Copland. In the summer we built a partly dug out and partly sod house on the line between our two homesteads, somewhere about Avenue H and Twentieth Street as it is now, arranging the bed so that each slept on his own land. (1). The winter of 84-5 was spent there. Frank Clarke, who had the contract to carry the mail once a fortnight to Batoche used to come and stay with us over night so that he could make an early morning start. This was a hard trip until Fish Creek was reached, no trail to go by and no shelter. From Fish Creek to Batoche through the half-breed settlement all the trail was mostly good and turned in to every man's door.

During the summer of '84 this same Frank Clark had a typical western experience. His place was seven miles down the river from Saskatoon. He had some fine large heavy horses and a small pony. One morning when he went out to see the horses he missed a large bay mare and the pony. He scoured the surrounding country but could not find them, so decided that they had not strayed but were stolen. Then it was whom to suspect. He

(1) To fulfil the letter of the homestead regulations, dwelling on the land, the dwelling place being the sleeping place.

remembered that two weeks before a cowboy riding a mule and helping drive a bunch of horses for sale to Prince Albert had stopped and admired the heavy horses. On this clue he decided to start and look for some tracks, a mule, a pony and a heavy horse. He rode for miles on the roads each side of Saskatoon and finally about twenty miles from Saskatoon on the Moose Jaw trail he found what he was looking for. For a short distance the three tracks were plain on the trail, and again left it. He returned to Saskatoon, borrowed my rifle and hitched up a fast driving horse he had in the buckboard, and started on the hunt. The thief had some days start but Frank knew he could only travel slowly as the big mare had no speed. About sixty miles from Saskatoon Frank again picked up the trail. The thief now thinking that he was far enough away kept to the trail. Eighty miles from Saskatoon Clark found the trail getting hot; hoof marks were quite recent, so he proceeded cautiously. On reaching the top of a small knoll one day at noon he saw below in the hollow the thief asleep with the stolen property tethered to his foot, his mule running loose. Covering him with his rifle Clark called to him to bring the horses and tie them to the buckboard, then to go back and stand on one side while he (Clark) secured the gun which was on the ground where he had been sleeping. Clark then returned to his buckboard with the guns, climbed on board and started to return to Saskatoon. He had caught the thief about ninety miles from Saskatoon in the hills south of the Elbow about ten miles from where the Swift Current trail left the Moose Jaw trail. The mule as soon as it saw its companions going away started to follow. This left the man helpless on the Prairie with no habitation near for food or shelter, so Frank stopped his horse and waited until the mule was caught, this being very difficult. The man then called "By God, you are a gentleman" and each started on his own way. Some two years later as a sequel to the above story some surveyors told us that some two hundred miles from Saskatoon they found the skeleton of a man who from his clothes they recognised as a cowboy whom they had seen two years before riding a mule. They judged that he had starved to death and supposed his mule had gone away from him as there was no sign of a saddle near his body and he must have walked until done. Frank returned in triumph with the horses and the gun.

In the early spring of '85 great excitement was caused by rumors of a rising among the Indians and half-breeds. Robt. Caswell who was then Government telegraph line repairer, resigned his position as he did not care to be away from his family. I was hired to take care of the line repair horses. The Government Telegraph station was then at Clark's Crossing (1) a short distance up the river from the C.N.R. where the main line crosses the South Saskatchewan. Mr. Malloy was operator there and had a wife and large family of children. One day word was brought to the telegraph office that the Indians were making for Batoche from the White Cap Reserve (Moose Woods) and had threatened to destroy the telegraph office that night. Malloy decided to move with his family for that night to Robt. Caswell's, two miles away. So we buried the instruments in the manure heap, in a box, and in the afternoon Malloy drove away. They wanted me to go too, but I figured Caswell's house was small and accommodation limited. I doubted if the Indians could with safety cross the river after dusk as the ice was getting treacherous. I knew they were not keen on night attacks and I knew every one of them personally.

(\*) Clark's Crossing was not at the point called by this name on the C.N.R., but on the river eighteen miles from Saskatoon, a short distance below the main line C.N.R. bridge. It was named from J. F. Clark, who established a ferry there in 1882, expecting that the traffic of freight for Battleford could come from the C.P.R. at Qu'Appelle and follow the government telegraph line. He was disappointed, as the freight for Battleford was taken from Swift Current as soon as the railway reached this point. His scow was destroyed by the ice carrying it away in the spring of '83. He did not rebuild as there was no prospect of traffic. During the time that this point was the base camp, Mrs. J. F. Clark was baker in chief to the troops. It looked as if they (the Clarks) had found a gold mine."—Archie Brown.

If they did come and decided to get nasty I concluded that I was as good as one or two Indians anyway and would be able to give a good account of myself before they got me. However, no Indians appeared and I had a good sound sleep and did not even dream of them. Malloy and family returned next afternoon, instruments were dug up and business went on as usual, except that the operator had now something to do. He was kept busy relaying military messages having to do with the rebellion. He used to get up about nine, answer his call, go back to bed until his wife called breakfast, then relay a message or two, talk with some other operator on the line about general news and go to dinner. Same routine in afternoon.

One day the line between Clark's Crossing and Battleford went out of commission, Gen. Middleton wired up: "Could a message be got to Battleford somehow?" I offered to go for five dollars a day from time of leaving to time of return. Malloy said "Not enough, ask ten." I said all right. Then Malloy said ask for a guarantee for the horse. Gen. Middleton then wired the risk was too great to send a man alone, answer came get another. Joseph Caswell called at the office, Malloy asked him if he would go. He said "Yes", and went to make his preparations and get his horse. I had arranged with old Mr. Blackley for a good saddle horse. The ice got in such shape the horses could not be got across the river, so I had to take one of the Govt. Tel. ponies. We made an early start one morning,—one blanket and three days' provisions, plenty for the horses to carry, with us through the drifts. All day it was plunge and struggle through the drifts, Night found us thirty-five miles out at Telegraph Coulee (1) where the horses were glad of the shelter of the repair man's stable and we were glad of our portion of it to shelter us. Early start again next morning. Traveling was now much easier as a warm wind was sweeping this part of the country, and the snow had largely disappeared. While riding along the line we discovered a break and repaired it, resuming our journey. Near noon we arrived at Eagle Creek, a most uninviting place to cross. It was running bank full, large cakes of ice coming down. If the horse missed the crossing and got swept below it there was no chance for him; the current was too swift and the banks too steep to scramble out. A man might have saved himself by hanging on and pulling himself out by the brush. Right there a discussion was held. Caswell claimed that I as a man hired to carry the message should lead the way. I claimed that he knew the crossing, having been across several times in the summer and would know just where to head his horse, so he should lead. Finally I won out and he led the way. Just as the horses lost their footing their forefeet caught on the opposite bank and we were soon on dry ground again. That night was spent in the next line repairers' shelter and the next afternoon the old town of Battleford was entered. This was deserted, everybody had gone to the Barracks across the Battle river. Buildings were burnt, rolls of dry goods were tumbled out of stores on the road, everything being scattered as if the looters had been in a hurry to get away. No doubt they were, as the Police kept it hot for them. Dead pigs were lying around, being shot by the police,—I suppose as something seen at a distance to be moving. We were expected and the police wagon with a boat soon arrived to take us across the river. My horse being only a pony was turned into a corral with lots of hay. There were snow banks to eat so he was supplied with drink also. Caswell refused to risk his horse, so he swam him across behind the boat. While waiting for the police to come across the officer in charge called to us to keep under cover in case of shots from the hill. As soon as the Barracks was reached we had to report to the Officer in charge. We delivered our message. His first question was "did you repair the line," proudly we answered "Yes." To take the conceit out of us he then said, "In future when carrying out military instructions carry out your orders to the letter, but do not undertake to do things which you were not told to do as you have no means of knowing that what you are doing is not directly contrary to the plans of the officer in charge. Make yourselves comfortable and rest before returning home." The police treated us like kings.

(\*) At the Elbow of the North Saskatchewan.

After a two days' rest we started for home. On reaching the top of the hill from the old town of Battleford we met a party on horseback who begged for a bite to eat as he was starving. He, it seems was carrying a message from Prince Albert to Battleford. He had arrived on top of the hill on the east side of Eagle Creek and in the distance he had seen two figures on horseback just arriving at the top of the hills, and on the west side. Distance was too great to tell if they were Indians, so he used discretion and made a detour and got lost in the hills and ran out of food. He was only half a mile or so from good company, but under the circumstances missed it, and put in a few days of misery. The return was uneventful and quickly made as snow was largely gone. I was then appointed line repairer and the military soon arrived and formed a base camp at the Crossing. My duties were simple. On a break being reported in the wire, I had to ride out and find it, then come back and report. A patrol would be called out and the military repairer would then go with them and do the repairing. It was their duty as they had taken over control of the line. One day a break was reported. I rode out and found that the wire had been cut. The trail wound back and forth under the line and at times the line sagged very low. It was quite plain, some weary or sleepy transport teamster had had his hat knocked off or some of his load dragged off by a low wire, so he had just taken his axe and chopped the wire through. I reported in camp "Wire cut." A detachment was called out in double quick time. Horses saddled and equipment gathered and off they rode with the repairer, he to splice the wire and they to scour the country for the Indian who had destroyed communication. Incidents such as above were common and afforded me much amusement, one man to discover and locate the break, a detachment to splice the wire.

Clark's Crossing was a busy spot, when reporters from the front would arrive with news and anxious to get the word to their papers. I could only take one at a time across in my small boat to the telegraph office and the one who got first was most liberal, not but what I have kindly memory of them all, and they all treated me generously at all times. There were many amusing incidents among the troops at these times, it was no uncommon sight on Sundays to see a soldier in undress uniform wandering around on the prairie often stopping and stirring up something with his foot. When he found what suited him, a nest of large ants, he would remove his undershirt and top shirt, stir up the ants with his foot and place the removed garments on the hill, then sit down after replacing his coat or wander back to camp, later making a call for the garments. These would be thoroughly cleaned up in a few hours, all trace of cooties having been removed by the ants. The clothes smelt rather strong of the ants but this was preferable to the pests. One day a herd of bronchos were driven into camp and a company of horseless scouts proceeded to catch their wild horses and bridle, saddle and mount them. All were good riders but few were horse breakers. In a short time riderless horses with saddles anywhere but where they ought to have been on them were scattered over the prairie and men were going in all directions trying to round up the horses for another trial. There were many bumps but few casualties and in time these bronchos became manageable. The men were fine young fellows all from the prairies, took it all in good part as part of the game of war. Gen. Middleton was quite conspicuous and was always busy riding round, a large man on a small horse. There was plenty of stir, transport teams arriving all the time, cargoes coming down the river on steam boats, the ferry running night and day taking transport teams across the river. One day in June the river rose rapidly eight or ten feet and thousands of dollars of military supplies piled near the water edge started moving down the river. Soldiers worked waist deep in the water removing the supplies to higher ground but the loss was heavy. A load of supplies on two wagons and two carts was being taken across on the ferry, when out in the current, the scow was not headed enough up the river and being too much broadside to the current started to swamp. The men got busy, in a few seconds traces were slipped, wagons backed off the scow, horses pushed overboard. The ponies and carts were backed off just as they were. In their struggles sometimes

the ponies were under the water and sometimes the carts were. Eventually all reached the shore but the wagons were never recovered. With the scow lightened the men managed to get the wheel working again. The scow headed properly to the current and got safely to shore. As the centre of activities moved on Clark's Crossing became quiet.

As the rebellion quietened down, the people in the east wished to have the bodies of their relatives brought to their homes. The men killed at Fish Creek had soldier-like been buried in their boots. By the time the bodies were dug up the weather had become hot. When removed from the ground some hay was bound round the bodies with ropes and then some poplar poles tied with ropes were placed lengthwise of the bodies, which were then placed in wagons and started for Saskatoon,—two or not more than three in a wagon. The poles of course were to keep the bodies in position. At Saskatoon the bodies were soldered into tin boxes and the long journey to Moose Jaw taken. At Moose Jaw the cases had be opened. My brother had this task and the bodies were taken over by the embalmers and placed in caskets before being shipped to Winnipeg or other eastern points. If we only knew, I think most of us would prefer that the bodies of those dear to us remain where they fell in a soldier's grave.

I soon tired of the monotony of line repair. My friend, Frank Clark, was going to Moose Jaw to be married to Miss Blackley and asked me to go with him. He at this time was carrying the mail to Batoche and farming between times. I left my job and we started for Moose Jaw. Miss Blackley had started with her brother and Miss Dulmage who was going to Brandon. A few hours previous to our arrival at Moose Jaw we caught up with them a few miles from the city, so made one party on arriving there. Next afternoon the knot was tied in the Presbyterian Church and the following morning the happy pair took the return trail. I remained in Moose Jaw working there. In August the father of Fred Smith arrived and was looking for someone to take him to Saskatoon for a visit to his son. I contracted to drive him up, reaching Saskatoon in four days and immediately turned round to return to Moose Jaw. This was early in September. Arrived at Beaver Creek one cold morning a slight rain falling, lying on the trail I found a man helpless and stiff with pain and cold. This was Robert Wilson, of Beaver Creek, father of Russell Wilson and J.R., and Archie Wilson. At this time he lived alone, the boys working in Moose Jaw. He had started out with his team and wagon and the line had caught under the tongue. He had walked out on the pole intending to loosen it; the team bolted and he was thrown under the wagon and the heavy wagon passed over his hips, leaving him helpless. With the help of some boxes from the house I finally got him hoisted into the democrat and to the house where it took some ingenuity to get him into bed. After getting him as comfortable as possible the task was to track the team. They were finally found a mile or two away, fast in the bottom of the creek where they had tried to climb a cut bank and failed. The team was taken back home and I settled down to a course of nursing, rubbing with what lotion he had in the house and such like waiting for some person to pass on the trail so as to get word to his sons in Moose Jaw. In a week Mr. Trounce came along and carried the word. A week later Russell arrived to care for his father and I was free to resume my journey.

Early that winter I returned to Saskatoon to put in my time on the homestead. W. Horn's brother came from England to visit him and we three spent one of my most pleasant winters in Saskatoon in the old dug-out on the homestead. Geo. Horn was a most pleasant and interesting man. Every evening there was something to do, either go to a singing class which he started in Saskaton (Sol Fa system) or, if at home the evening spent in reading some interesting subject, or he would get a subject for a debate, he taking one side against Will and myself on the other, we to choose which side we would take. In fair argument he always beat us. No evening was ever dull or spent in moodiness which so often becomes the trouble where a few men live together with nothing to do to interest them. George Horn returned to England in the spring of '86. My summer, after putting in a small crop was spent in Battleford, working as a carpenter,

blacksmith help and other small jobs, returning in the fall to Saskatoon. In '84 John Stewart came to Saskatoon to start a blacksmith shop, leaving his family in Regina, these he brought to Saskatoon in '86 and his daughter in later years became my wife. Geo. Horn in the fall of '86 returned to Saskatoon bringing with him his brother-in-law, Capt. May, a retired naval officer, his sister, the wife of Capt. May, and her son Charlie. With them also came the Pendency family. I had by this time built a small log house on another part of my homestead, where my present house now stands on 22nd street and the winter was spent there with Fred Keyworth for a companion. Many had arrived in Saskatoon by this time and a few had gone away, the Fletcher family, the Smith and Lusk families, Dulmage family, W. Bate, the Geo. Garrison family, Fraser Robinson, Trounce family, Ernest and Charles Coster, Blackley family, Simeon Lasher, and a few others whom I cannot now recall.

In the summer of '87 Capt. May made a trip to Medicine Hat to bring down a scow of lumber for his house on the homestead. Up to this time he had lived in the Grant house. With him he took Fred Keyworth and one or two more whom I cannot now recall. They built their scow at the Hat, loaded it with everything that would be necessary in the erection of a good house and started the long journey. After many exciting experiences, like getting into wrong channels, stranding on sand bars, they arrived at Saskatoon with a lot of experience gained but no wish to try it again or put their experience to a further test.

Early in the summer of '87 I heard that the Superintendent of Government Telegraph lines, Hartley Gisborne, was at Clark's Crossing. I jumped on my horse, bareback and rode the eighteen miles without coat, only overalls, shirt and hat, in the hope of being able to get some work. He was going to Humboldt telegraph station to lay out a new line to Saskatoon and asked me to go as help. Next morning we started, I just as I was, no saddle and few clothes. My job was to ride along the line and count poles. He kept the trail with his team, we reached Humboldt that night at dusk a sixty mile ride, then the return was made next morning. The teamster kept the trail, my horse following his rig. The Superintendent surveyed out the new line with me as helper. When about half way back to Clark's Crossing we ran short of provisions and the teamster was despatched to the Crossing to get fresh supplies, bread especially. While at the Crossing his horses strayed away. We remained at camp surveying a difficult piece of line. After a day or two we had eaten all the supply of food except canned salmon and oatmeal until our stomachs refused to accept the insipid mush. We felt we were facing starvation with no strength to start and walk when the teamster arrived with the welcome food. I arrived back at the Crossing a few days later and left with a good fat government cheque in my pocket, with the intention of staying for a few days at my old friend's, Frank Clark, halfway to Saskatoon. I had first to manoeuvre so as I could see him before approaching the house and get him to fetch a needle and thread, as I was hardly presentable in ladies' company. After spending some time in the stable with the help of needle and thread I felt more at my ease and was made welcome by Mrs. Clark. Working through the bush in running lines had been hard on clothing. Later in the season I had a soft job on the line building crew, being the only one who knew where the new line was to go. My job was to stake out where the holes were to be dug each day for the new poles. I could take all day or do it in an hour or two as I liked; the rest of the time was my own. Pleasant times were spent in this work. We were only a bunch of young fellows and full of fun and the days passed quickly.

In November I decided to go to Prince Albert and spend the winter working on the new barracks being built. Just when ready to start my brother sent word that he was married and wanted me to send a team to Moose Jaw to bring them to Saskatoon as he intended joining me in farming. I sent Fred Keyworth to Moose Jaw with the team and left for Prince Albert, spending the winter of 87-88 working there. I returned to Saskatoon in the spring and put the crop in with my brother's help. Dry seasons still followed and the crop did not return seed. The winter of 88-89 was

spent on the homestead and another crop put in in the spring; again a failure by drouth. Early in the fall Mrs. Marr was taken sick; ice running in the river so that the ferry could not run. A message had been sent to Duck Lake for the doctor there (1) to start at once to see her. Living on on the west side of the river I was asked to go and meet the doctor with a fresh horse so that he might be able to push through. I reached the telegraph office at dusk and a cold night. Word had arrived that Mrs. Marr had passed away and I was asked to intercepe the doctor so that he might return to Duck Lake or, at least go to the telegraph and rest before returning. I had then to go out to the trail from the north to Saskatoon which ran about a mile west of the house and wait for the doctor. There was an old shack close to the trail so I took a lamp with me, set it in the window and prepared for a long night sitting in the cold watching for the doctor. In the early morn he came along, saw the light, and stopped to enquire where he was and so received my message. He then made for the telgraph station while I returned to Saskatoon, getting there at daylight. The winter of 89-90 was spent in Moose Jaw, the early part on a threshing crew, the latter part at odd jobs as carpenter in the town. This was a boom year for Moose Jaw, the first for a series of years and wheat up to a dollar a bushel, business of all kinds was deserted to go farming. At some of the farms around Buffalo Lake very little wheat was left in the sheaves. The geese in thousands had cleaned it up and lots of places where it took days to put through the straw a very small return of wheat would be the farmer's share.

Moose Jaw was left in the spring (1890) to go to work on the riding school being built for the police in Regina. Then the railway to Saskatoon started and work was secured there as carpenter and once more a return was towards Saskatoon. Farming seemed hopeless as dry years seemed to follow. Part of my homestead was gradually drifting before the wind toward the river. My brother and myself were accumulating a few head of stock and were turning our thoughts to ranching. The grading on the railway had reached the east side of the river by the fall of '89. My winter was spent on the farm, a small crop being put in in the spring. The succession of dry years had dried up all sloughs so that on the prairie it was almost impossible to get hay. That summer (91) Frank Clark, Andrew Blackley, my brother and self decided to move with our stock to the Pike Lake District where hay was plentiful. Plenty of hay was put up and our stock moved before freeze up came altogether. I made a trip to Batoche in November and December, each time bringing back a few cows purchased among the half-breeds. Frank Clark and Andrew Blackley stayed in this district, which we called Caanan for two years. Then as all our stock had increased rapidly and there was not enough hay for all, they moved twenty-four miles further up the river and to the opposite side. The Pike Lake District made a splendid ranching district. We had the river on one side of the range; the other sides were bounded by Saskatoon, Battleford and Saskatchewan landings, between these points we had the whole country for range. On the approach of freeze up the cattle would wander in in bunches from the hills and take to the shelter of the bush in the stretch of country above and below Pike Lake. Water was plentiful from springs; feed was abundant until the snow became crusted and the stock thrived. When the stock came in from the hills and open country we rounded them up and weaned all the calves, putting them in a corral and feeding them hay. The rest of the stock were let drift again and were not brought home for feeding until the hair showed signs of being worn off their legs and bridge of nose by the crusted snow. They were then brought home and fed in sheltered cuttings in the bush. No stables or other shelter was provided but plenty of hay to eat and enough for a bed at night. This part would be cleaned up by noon next day when the teams arrived with the loads for that day. All through the summer we would go out on the Prairie, lasso calves and burn the budding horn with caustic. The bulk of the calf crop came early in the spring. Before the snow went these calves were all dehorned when

(1) The late Dr. A. B. Stewart, afterwards of Rosthern.

a week or two old, before being turned out on the range. We did not figure to have a horn on the ranch and it paid.

The late Ben Prince of Battleford was a large buyer and shipper of cattle. Gordon and Ironsides, of Winnipeg, were also buyers and also W. Sinclair. Three years old steers were bought, always on the feeding ground in the spring for shipment when called for in the Fall. We considered forty-five dollars a good price for three-year-olds. All cattle were loaded on the cars at Saskatoon for shipment to Montreal thence by boat to the Old Country. Many double headers would leave Saskatoon with cattle from Battleford and other parts around the country. One spring, Ben Prince, to whom we always sold, arrived at our ranch to buy the beef cattle we had for sale. He also wanted to go to the Reserve some miles further up the river to buy the Indians' cattle. We usually kept a road open to the river so that we could go across and visit our neighbors on the ranches at Dundurn about eighteen miles by the road we had to take, the reserve being about six miles by this road. When the roads were good I would drive, stopping over night with Mr. Tucker on the Reserve; when bad I would make a bee line on snowshoes. On this occasion a recent storm had driven the snow from the river up into the willows so that it was impossible to get a team through to the river and thus to the Reserve. Ben Prince proposed that he should borrow a pair of snow shoes from a half-breed and that I should go with him to show him the way. We made a brave start. Ben Prince had been a snowshoer in his younger days, but had accumulated flesh and before we were half way he was praying for a drink as he had started to eat snow and increased the thirst. However, we struggled bravely along with many stops for a rest. By the time we struck a trail on the Reserve he was almost played out and removed the snowshoes saying that they were lighter on his back than on his feet. We reached the house of the Instructor, Mr. Tucker, in time and Prince said he was never more glad to see a house in his life. He absolutely refused to walk back and hired an Indian next day to drive us with his team as far on the road as the horses could go and we made the remaining short distance on the shoes. In after years whenever I met Mr. Prince he would refer to that awful tramp.

When driving back and forth from Saskatoon to the ranch we often wondered if in our life time we should ever see the prairie back of the sand hills at Pike Lake taken up by settlers. The Sand Hills at that time we considered, as for all time, hopeless for a farming proposition. Robt. Wilson, of Beaver Creek, was a great believer in the future of the prairie and would tell us young people that we would see settlers scattered everywhere. We laughed at the idea. Fancy the stretch on the Moose Jaw trail between Beaver Creek and the Elbow, forty miles and not a bit of scrub or shelter. We had seen it scorched with fire, not a green speck left from the host of grasshoppers, and the wind driving the snow back and forth in the winter blizzards. 'Would any man live in such a spot?' we would ask. 'He almost lived long enough to see his prophecy fulfilled in his own lifetime. I must mention the old friends of mine and many others, the Blackley family living about nine miles N.E. of Saskatoon. From '84 to the nineties they kept open house for one of the sets of young people. The old gentleman and lady were one of the finest couples that ever left Bonnie Scotland. Coming from Ayreshire, summer and winter their house was always filled with some of the young set. This at times must have meant a big strain on their means, but all were made welcome and pressed to delay their departure. The old gentleman was a good farmer and in spite of the driest years generally had something in the way of a crop,—no total failures.

Ten years were spent in the Pike Lake district. My brother would take his family to Saskatoon in the summer so as to get the little ones to school and would return with them to the ranch in the winter, our nearest neighbor being fourteen miles away. Much difference was found in the length of time we had to feed the stock during winters. Looking back in my diary I find that we have fed as short a time as six weeks and have fed as long a time as six months from beginning of November to end of April. In the winter of 93-4 I made a trip to the Old Country. We had two trains



a week. I left on Xmas morn. Between Saskatoon and Regina there was one passenger beside myself, a Miss Buchanan, school teacher from the Battleford district going home to Brandon. Craik was then the official stopping place for meals. Train time was not very particular and travel was slow. If the train left Saskatoon on time and arrived in Regina on time it was all right. If an hour or two were spent on the road time was easily made up again. We arrived at Craik at dusk, the restaurant keeper who gave meals in the station-house, invited all hands to a Christmas dinner, passengers and train crew, conductor brought round the invitation and passengers (two) and train crew filed in to dinner. A fine meal was set up and a pleasant time was passed at the table for over an hour. With good wishes among all the train resumed its journey, arriving in Regina in good time. By 1900 my brother's family were growing up and it was necessary to have them at school all the year so it was decided to sell the ranch stock and move back to Saskatoon. I purchased a small lumber business started by Mr. James Leslie, also the property, four lots at the corner of 20th Street and Second Avenue for twenty dollars a lot. Later I purchased a further two lots at a slightly increased price from the town-site holders. The Cahill Block now stands on this property. In the early days of the lumber business trouble was plentiful; orders were few and far between; no inducement to lay in a large stock of material, that would deteriorate in appearance and selling value so quickly, but as settlers came business quickly increased. The coal business was under still greater difficulties. Only a car or two was used in the season. When one car was sold orders would be sent for another. In stormy weather when it arrived it might be full or it might be empty, or anywhere from one to twenty-five tons short of its load. Engines, section houses and pumps at water tanks had all made their requisitions. The Company always paid for the shortage but it took months to get the money and then only cost price was paid. Another car of coal had to be ordered and it was a weary wait until it came. Galt (1) coal had to be ordered from Lethbridge as it was the only coal then mined in the country.

From 1900 events moved rapidly and had no further relations to the life of a pioneer. I must however mention one event in connection with the railway to Regina. I think it was in 1903 I was returning from a business trip to Winnipeg; it might have been even a year or two later than this date. However, at Aylesbury the train became snowbound. I got out of the car, got my grip and told some of the other passengers I was off on the tramp for Craik, nine miles. No offers of company were received. I started alone. I arrived at Craik which had arisen to the dignity of a small hotel, secured a bed and a good meal. Towards evening an odd straggler from the train drifted in worn out. Next day the section crew were sent with teams and food to the passengers. On their return to Craik they picked up all sorts of passengers who were played out and had fallen by the way. Two days were spent at Craik. Then the train arrived. I had to give up my bed to some of the ladies. The Railway Company paid for all meals for passengers at the hotel. The men passed the night on their feet in the small waiting room of the station. The cars were occupied by the ladies of whom there were a number and a lot of children of all ages. Few of the men could stand the air of the cars all night, where there were so many little ones to whom on account of their conditions their mothers had been able to give little attention for days. Two days were spent with the train at Craik waiting for the line ahead to be cleared. On the morning that the train pulled out of Craik we could get no breakfast. Everything eatable in the town had been purchased by the hotel and fed to the passengers. Nothing was left for further meals.

Another incident in pioneer life was crossing the river. We had a scow but no cable. The scow was kept just below where the brewery is at Idylwyld. When a person wanted to cross stock or such, we would go round and gather up all able bodied men; ropes would be tied to the scow and it would be slowly towed up the river for a long distance. Few teams would

(1) So called from the name of the mine-owner.



SASKATOON FERRY IN THE EARLY DAYS

do this work as the movement was so slow that only one of the quietest and steadiest of teams could stay with it. Then the stock would be put on board. Long oars and sweeps put out and the men work their passage for the other side, having to be careful not to miss the landing. For the return trip the same performance had to be gone through and the round trip meant a day's work. One fall the water was very low and a big sand bar formed in the middle of the river and the ferry could not cross. Capt. Andrews spent all day taking horses and driving teams across for those who did not like to risk the trip themselves. While the water was not deep enough for the animals to have to actually swim, it was deep enough to keep him thoroughly soaked and the day was cold with snow threatening. One evening just after dark when crossing the railway bridge from Nutana side, in 1904 I believe, it was, I noticed that a lot of strange creaks and groans seemed to be coming from it. I had only just left it when down went two of the spans with a crash on the ice. The ice had just moved enough to crush the pier nearest shore, built as it was on piles only, like an egg shell. Having done this the movement ceased and it was a day or later before the ice moved, carrying the spans with it.

A few words as to the game and wild life of those early days. Ducks as I have already mentioned were more than plentiful. I have often gone out from my house on the farm and shot ducks for dinner, on sloughs between 22nd and 20th street. Another favorite spot was where the railway and 23rd Street subway are. Wheat fields were, however, few and far between and concentrated geese more. Swans could be shot at Pike Lake. A few beavers still remained around the lake also and there were a few cinnamon bears. We at times saw these, but never when we had a gun. There were a few bushes of choke cherries in the hills, which the bears seemed to like in particular and there were always lots of tracks around these bushes in berry time. The half breeds were very suspicious of the cinnamon, though they despised a black bear. They would not camp in the vicinity of tracks and if tracks were seen near where their camp was they moved camp. In the days when Seneca root picking was the rage, families of half-breeds were camped everywhere on the flats between Moon and Pike Lakes, the roots being very plentiful. The bigger a man's family the more money he could make as a very small child could dig roots. Prairie chickens were likely not as thick in those days as they are now. Protection and destruction of their natural enemies always seems to help the increase of these fine birds. Partridge were rare in those days until you got as far north as Duck Lake. In the years that I knew Pike Lake up to 1900, I never saw a partridge in or near that district. In later years I have gone there and have had first-class partridge shooting. Deer up to '95 were in large numbers in the Pike Lake district. Large numbers of half-breeds about that time made heavy raids on them, built camps of log houses at the head of Pike Lake, regular small villages and slaughtered and lived on deer meat all winter. This largely destroyed the deer in that district. On the trail to Moose Jaw deer were a common sight. On the stretch between Beaver Creek and the Elbow few trips could be made without seeing some. In the Sand Hills between the Elbow and the Big Arm Valley antelopes were very plentiful. Large herds were common and sometimes they could be attracted within gunshot by a person lying in some little depression and tying some rags to a stick and slowly waving it. Curiosity on their part would give us some venison. At Saskatoon I have occasionally seen deer. One morning half a dozen were feeding not fifty yards from my house. Of course I had no gun and the noise of the opening door disturbed them. They were soon out of sight. Coyotes were plentiful red and kit foxes also with an odd cross fox. Wolverine were very plentiful in the Pike Lake flats. They were impossible to trap but took poison readily. Poison seemed to work slowly on them however and I do not think I ever found where one had died in less than a two mile tramp from where the bait had been taken. The majority of those poisoned were never found as if they got on a rabbit path and kept to it for any distance, it was useless trying to follow as the rabbits passing had wiped out the slightest tracks. The strength of these animals was enormous, far greater

than a person would imagine, powerful as they looked. We would chop a hole in the ice and put in a beef head, filling up the hole in the ice with water to hold the head solid. The wolverine would tear it out and never get caught in a trap. I have known where a wolverine would come across a coyote caught in a trap and dashed it around him on the snow as a dog would handle a badger. The coyote was then torn out of the trap, dragged into the bush some distance and eaten all but the head. A coyote in a trap is no mean enemy either. Mink trapping was good but I believe we got the most of these also. Some of the wolverine gave very large and beautiful furs. The last few years I never saw a track of these animals. A few timber wolves were around Saskatoon. In the early spring of '83 I shot a very large one about where the post office is at Nutana. We had then moved to a building which we had put up for John Conn. Every evening on opening the door to throw some scraps out something would dash away. After watching for some time we found it to be a wolf. Then careful watch was kept. He had grown bold and would only run a short distance and return when the door was shut. One beautiful moonlight night the chance came. The door was opened; he ran a short distance and sat down on his haunches; light and all other conditions for night shooting were for a wonder favorable. I got him through the neck. He measured seven feet from tip of tail to nose. A beautiful fur, pure white with only a streak of black or grey on the back. A beautiful rug was made from the pelt and served for years.

A little incident shows the trials of a bachelor on the homestead. I had to leave the place for a week. I had sixty-two chickens, hens and pullets and nine turkeys. Plenty of feed was to be had at the straw stack and lots of water. On my return one rooster was there to greet me. He was gone next morning. A large badger had a hole in the corner of the stable. Of course I got the badger but he had my poultry. Some days after I heard that one of my turkeys was at Trounce's in Nutana. The only one left had flown over the river! I had no use for one bird so gave her to old Mrs. Blackley who kept her until she died a natural death.

Fish from the river made a large part of the diet of those who lived near it. In the Pike Lake district my house was at one time near the river. I had plenty of fish, sturgeon, sometimes, not often, a cat-fish, plenty of mud cats and gold eyes, and some fine pike. I have caught a seven foot pike, but never a very large sturgeon, though I have seen some enormous fish taken out. All surplus fish were smoked. Smoked mud cat, or ling, as some call them, were as good as the finest Finnan Haddock ever eaten. Goldeyes smoked are, of course, familiar to most people, and smoked pike, when part of a large fish, is a good fish. The real cat fish is very fine meat, but it was a rarity to get one of these.

I notice that in the Pike Lake district, on the flats below the hills, the government has settlers filed on lands in these flats, surveyed roads for them where section lines could not be followed on account of swamp or muskeg. In all cases the roads laid out were those which we cleared and made across creeks and through bush to get at the hay land.

Though the whole of the wooded country on each side of the river was named Moose Woods, I never spoke to an Indian or half-breed who would say he had at any time seen a Moose there. I refer to the wooded country beginning a few miles up the river from Saskatoon. In '83 enormous elk horns could be found on the Pike Lake district still in a fair state of preservation, but none were seen alive later or even a few years previously. Wild cat or lynx were also plentiful in this part. I think we, however, largely thinned them out. Buffalo bones or skulls would be found with part of the hide still remaining, bones with flattened bullets or flint arrowheads still sticking in them, and such like. I spent a week or so one winter with Gabriel Dumont, later Riel's right hand man. He was visiting Andy, a French half-breed from Quebec, whom the Company had sent up to run the ferry. At the time I was nurse to Andy, as he had split his foot with the axe when cutting wood, and dared not put the foot down. Gabriel was a splendid shot, and kept us bountifully supplied with venison. His wife would have a pot full always on the fire, when anyone felt hungry he

would help himself to meat. He had many interesting stories to tell of fights with Indians and running buffalo. The following is one of his stories:—

During the first snowfall a party of them were running buffalo on the flats where Saskatoon now stands.\* He had shot a buffalo and, getting off his horse straddled the buffalo intending to cut its throat. The buffalo rose to its feet and started with him on its back or neck. He soon fell off, however, and the buffalo went a short distance and fell again. He then finished him and he had had a ride on a wild buffalo. I had noticed that many of the older men had the trigger finger missing. He said it was caused by the bursting of the old muzzle loader when running buffalo. No time was spent in re-loading as it was all done on horseback, at the gallop. They would ride close to a buffalo and shoot, then pour some powder in the barrel by guess, spit a ball, of which they had one, or two in their mouth, into the gun, give the barrel a slap with their hand, ride up close to another buffalo and shoot. Sometimes the bullet had only gone a short distance down the barrel, then likely the gun burst and the hunter was short a trigger finger at least.

A few stories in connection with the Indians. Here is one told to me by an Indian himself. He sighted a cinnamon bear. Carefully divesting himself of every speck of clothing, he crawled and wriggled until he felt sure that he was close enough to make a sure shot, then fired, jumped to his feet and ran until he was sure nothing was chasing him, then carefully sneaked back again until he located his bear. Much to his relief it was dead. A black bear they do not fear.

In '92 I had an Indian, one Charlie Eagle, working for me. He was well educated, having been through college at Brandon and sent back to the Reserve among his people where his education was of no use. I had the skull of an Indian which I had dug up at a bluff near Pike Lake. It was in a fine state of preservation. One day he noticed the skull and asked me what it was. Of course I told him. After that, when he had finished his dinner, he would sit down in front of the skull and look at it. Various emotions would show at times on his face, and sometimes he would laugh right out. Though I often tried, I could never induce him to tell me what his thoughts were while watching the skull. He never seemed to tire and showed as much interest in the skull right through as he had the first day.

Harry Goodwin had a false tooth in front, which he could, by working it with his tongue, shoot outside his lips. Until the Indians, especially the squaws, got used to him, this tooth was a source of wonder. I think they looked on him as some sort of an evil spirit, for while he would be talking to them he would suddenly shoot out this tooth, and it was strange to see the look of awe or almost fear that would come over their faces.

The Colony Company had brought up some tubs of butter to Saskatoon in the early summer of '83. This had all gone properly rancid by winter, and W. Horn and myself fell heir to it. One day an Indian came along and started to talk. We invited him to eat, and gave him a piece of bread and a fair sized piece of the butter. He seemed to eat it with a relish, and on our enquiry he pronounced it "wash-te" (meaning good). I have seen an Indian come in, sit down and proceed to eat small pieces of bread, large pieces of butter, get up and go out and vomit, come in, sit down and eat again, and then proceed to trade for furs.

One day, while out hunting, upon reaching the top of a knoll, at a long distance I could discern something large, slowly making its way through the tall grass round a large slough. It was not stock of any kind, being too close to the ground, and the only thing it at all resembled was a bear. I could not place it for anything else, and raised the rifle, still wondering if I should shoot, when up sprang an Indian entirely naked. He had been keeping his eye on me and felt like taking no chances when he saw the rifle come up. He started waving his arms so that I would not

(1) Andy, the half-breed ferryman, had his house near where the brewery now stands in Idylwyld. The flats are across the river from this.

shoot. It seemed he had located some ducks, and knowing if he shot any he would have to wade in for them, he had taken off his clothes and proceeded to stalk them. My appearance made him uneasy, so he kept one eye on me while crawling through the grass.

One season, near my homestead at Saskatoon, a goose had made her nest on the top of an old musk rat house, out in the water of a slough, at a short distance where she was sitting. It was impossible to say that there was a living thing on top of the heap, even though you were certain she was there. The brood were safely hatched, and all summer I carefully watched what I considered my geese. Just before the young were ready to fly, a party of Indians came along and the geese were mine no more. I had made my plans to smoke them ashore so that I could capture them, but I was too late in putting my plan into effect.

At one of my poisoned baits I one day found a splendid specimen of the Golden Eagle. This was in the winter. It was dead with outstretched wings, as usual with a poisoned bird. In its crop were the greater part of two prairie chickens, yet it had decided to have a further feast of frozen meat and paid the penalty. In the feathers of its wings were small bits of spruce still sticking, so it had come from the north.

Here is an incident of the days of the ferry when we had one running on a cable. J. W. Stewart was then ferryman, and the crossing was then at Idylwyld, below where the brewery now is. If the ferryman did not happen to be around—and crossings at this time were few—it was possible to cross by oneself, by leaving the boat for the ferryman to go over and bring back the scow when he returned, or one could cross, turn the scow to the current, tie the wheel and it would cross itself. I did not wish to disturb Stewart, so put my horse on the scow and crossed myself. When I got across I found that I had forgotten to leave the ferryman the boat which was tied to the scow, so I turned the wheel, headed the ferry to the current, and sent it on its return journey, but I had not fastened the wheel. As soon as the scow reached the stronger pull of the stream the rush of the water on the forward part gradually turned the wheel with the rope, so that the scow was broadside to the current and stopped. I had to peel off and swim out and bring the scow back to shore, but there were millions of mosquitoes, and my bare skin was soon covered with them. As quickly as possible, when reaching the shore, I got into my clothes and made sure then that I had forgotten nothing for the return journey of the scow.

In looking back I find that I have altogether forgotten to say anything as to our first school, Sunday services, and the social life. Our first school was formed in '84, and the schoolhouse was the shell of a building put up by Silas Lake. Mr. Powers was the first schoolmaster in Saskatoon. He and J. W. Stewart batched in a tent near the school. Gerald Willoughby was, I believe, the next schoolmaster in Saskatoon. He also taught school in the Lake building. Our next teacher was a Mr. Guthrie, and the school had now been transferred to the Company's building. Mr. Jas. Leslie followed Mr. Guthrie as teacher, teaching also in the Company's building, and later, when the building was finished, in the stone school-house, thus being the first to teach in that building. Mr. Geo. Horn followed Mr. Leslie, and from that time the school merges into recent history.

Sunday services were held from '83. In that year they were held in a tent. J. N. Lake, who represented the Company in the office of commissioner, was usually leader in the services. After he left the services were held in the Silas Lake building, and Silas Lake, brother of the commissioner, usually led the services. In '84 neither of the Lakes returned to Saskatoon. The services were then held by the people themselves, someone would read a sermon, if a missionary or clergyman happened to be passing through, they would enlist his services. As the school progressed to better accommodation the church services followed. On Sunday, after service, it was a regular practice for all the men to gather at the abode of W. Horn and myself. At that time we lived in the village. There all the news of the settlement were discussed. After an hour or so had been passed in talking everything over, the older men would leave for home, while at least a few of the younger ones would be made welcome at our table.

and the rest of the day passed as usual among a bunch of young fellows.

Our first Literary Society was formed in '84. Mr. Hamilton, father of Robert Hamilton, was our first president, and a good president he was. We would meet once a month in the Lake Building and pass an hour or two in pleasant discussion on some topic of the day, or someone would read a paper on some subject of general interest. Some of the younger members would be induced to sing a song, and in such ways time passed pleasantly and meeting day was greatly looked forward to.

Mr. Powers was our first editor and publisher of a newspaper. Every week he used to write out a news sheet of the important items of the world news and the local news of the settlement.

All through I have spoken of Saskatoon. Until '91 Saskatoon, of course, was only on the east side of the river. In later days Saskatoon was on the west side, and the original re-named Nutana.

I could go on writing for a day or two incidents as in the foregoing, probably enough can be gleaned from the mass to be of a little interest to those who may in the future help to build up Saskatoon and Saskatchewan.

### NARRATIVE OF CAPTAIN E. S. ANDREWS

I was hired by the Temperance Colonization Society in the spring of 1884 to bring a steamer, "The May Queen," down the Saskatchewan from Medicine Hat to Saskatoon. The boat was bought at Selkirk in Manitoba. It was a nice little boat, ~~more like a pleasure yacht.~~ It was 35 feet over all and was decked over. It was sharp bottomed and drew about 4 feet of water,—5 feet when loaded. It was shipped on a flat car from Selkirk to Medicine Hat where it was put in the water.

The names of the men who came down on the boat in my charge along with "Louis" Gougeon, the engineer, were: Sam Kerr, Sandy Marr, Fred Kerr, Fred Smith, Mr. Hattie, Ed. Maxwell, Ted Keyworth and George Hilliard. We also had Fred Sissons, a merchant of Medicine Hat with a supply of groceries with which he intended to open up shop.

We left Medicine Hat about the 7th of May with a little coal on board. The trip took us two weeks and we had no sickness. The distance was about 400 miles by river. We saw lots of game on the trip down, antelope, deer, beaver, etc. We would hear the beaver at night slapping the water with their tails. There were lots of mosquitos. There were no houses to be seen between Medicine Hat and here, not even a shack. We saw a few surveyors' tents. We did see a store, a couple of houses and a ferry at Swift Current Crossing. Though there was only on an average about 4 feet of water in the river and our boat drew about 4 feet we succeeded in reaching Saskatoon chiefly because we had the stream behind us. When we got as far as Saskatoon we knew that the steamer was not suitable for the river.

When we arrived here we were very much disappointed. They said in Winnipeg that three or four large stores and two or three hundred houses were to go up that summer. They had a poster displayed there showing the houses and smoke from the stacks of six mills. The poster said that there was plenty of woods at Saskatoon and mills to saw lumber. The Company was afraid someone would have the law against them. That was the reason the saw-mill was to be built. It was erected in Idylwyld near what is now the end of the Canadian National bridge. There was a foundation built just big enough for the engine, about 12 feet long and 5 or 6 feet wide. The building had hewed timbers. The trees about Saskatoon were all so small there was practically no lumber to be got. It took about two months sawing to even put a roof on the mill. The trees were got from the island one mile above the Grand Trunk bridge and from Beaver Creek. It took five or six men to run the mill and it would saw a thousand feet a day.

The engine was taken out of the "May Queen" and sent to Prince Albert where it was put in a flat-bottomed boat. The hulk of the boat was left in the river along the bank and after three or four years it ran adrift down

the river. It went up in 1883 and stopped at Medicine Hat and came down in June, 1884. At that time there were also on the Saskatchewan the "Northcote" and its sister ship the "Marquis". The "Northcote" went through here from Prince Albert to Medicine Hat in 1885. The "Marquis" was built in Winnipeg in 1882 and the "Northcote" was built in the Grand Rapids. There was a freight boat called the "Baroness".

The cooking on these steamers was something to talk about. Andy La Plante was a half-breed born in Winnipeg and had been on the Second Relief Expedition for Franklin. He had wandered to Medicine Hat and was cooking on one of the boats—and it was some cooking. I was going to Winnipeg once and took him with me to see the place where he was born. The place was built up with magnificent buildings but he soon got tired and wanted to come back. He made a certain trip when he was about seventy-five years of age and took with him his dog and her family of pups. He got about 8 beavers and started for home. There were no rabbits that year so he could not snare a living thing and he couldn't shoot a living thing. He ate the dog and the pups and he scraped the hair off the beaver heads and boiled them down and ate them. He grew feebler each day and finally reached the Indian Reserve at Moose Woods. When he found he was in safety he collapsed and fell beside the water hole. When the Indians came down to water their horses they found him there and sent for Doctor Willoughby. He came round all right.

You ask what brought us all in to Saskatoon. We brought a raft of lumber down from Medicine Hat. It was sold to the settlers to build their houses. Fred Kerr, Mr. Hattie and Hilliard were carpenters, while Fred Smith was a tinsmith. These men expected to work in their various lines on the 200 houses which were to go up. That is what lured them in here. For myself I came because I had the chance to bring down the "May Queen" and because I wanted to see the country. I had no intention of staying, but I could not get my money from the Temperance Colonization Society so I had to stop two or three months and by that time I began to like the place and took up a homestead. I never left the country for fourteen or fifteen years except to go away for supplies. I homesteaded about 300 yards west of what is now the Quaker Oats factory. It was on the south half of 30-36-5. "Louis" Gougeon homesteaded on 22-36-5. Archie Brown and Wm. Horn homesteaded side by side touching the north-east corner of my quarter section.

I built the first house on the west side of the city. That was in 1885. Mr. Gougeon did not build because, under the Hamlet Law, if a man had children of school age he could live in the nearest school place to his homestead and was exempt from having to put up buildings, which the homestead law called for. The following people settled north of the city in 1884: Henry Smith, his wife, four sons and one daughter; Pickard took up a homestead, stayed a short time and left; Steacy, who afterwards became a member of Parliament in British Columbia; Halstead, a Methodist minister; Canary Smith, Mason, and Seager Wheeler. Some of the Lakes came in 1883 and some in 1884. They settled on the east side of the river and the Caswells on the other side at Clark's Crossing hard by the present Clarkboro. The names of the Lake boys were Parker, Frank and Charlie.

When I came down on the boat I got \$100 a month and all expenses. Louis Gougeon got \$3.00 a day. The other fellows were working their passage to get here to get carpenters' work when they arrived. The meals were cooked in square oil cans. Some flour was dumped in and mixed with salt and then it was boiled. That was the principal food. At that time flour was worth in the settlement about \$5.50 a sack. Sugar sold at 25 cents a pound. Taking the freight into consideration things were not out of the way at all. There was little or no cash in the place. The year after the Rebellion I received a Government cheque for \$20.00 and there was not a person in the whole settlement who had \$20.00 with which to cash it. I had to keep the cheque till next spring when I went to Moose Jaw.

I was married to Mary Ellen Thomson, the sister of Mrs. Fletcher. Miss Thomson came in in 1885. We had to go one hundred and ten miles to a Protestant minister at Prince Albert. We started out just our two



selves. We stopped the first night at Caswell's at Clark's Crossing as it was then called. We stopped at McIntosh's six miles from Fish Creek the next night. On the third night we stopped at the telegraph office at St. Laurent and then drove into Prince Albert on the fourth day. The roads were fairly good and we travelled in a jumper. It was sixty degrees below zero the day we arrived in Prince Albert. The ceremony was performed by Mr. Williams of the Presbyterian Church. I gave the pastor a ten-dollar bill but it grieved me very much. The wedding ring was made from a ten-dollar gold piece contributed by Malloy, who was in charge of the telegraph office at Clark's Crossing. We were married on March 2nd and left for home the next day. We spent the first night at Cameron's 25 miles this side of Prince Albert. We made Stevenson's the next night and stopped at Caswell's the third night. The wedding presents were, of course, numerous and costly—chiefly kitchen utensils.

Let me tell of a trip to Battleford. It was in the winter time and there was no train service then. We didn't have the best of clothing, no fur mitts or fur overcoats as we had not expected to stay the winter. We slept in the snow drifts, putting our canvas down on the snow and wrapping it around us. In the morning we poured the balance of the tea on our mitts to keep them frozen so that the wind could not freeze our hands. When we got up in the morning there would be wolf tracks all around. All we had to eat was hard tack and pork which we cut with an axe.

My house was on the west side opposite the ferry, and I often helped people to cross, but I was never ferryman. I was the only man in the settlement who knew how to splice wire ropes, and was of service in that way. When the Rebellion broke out I went to Clark's Crossing to offer my services. They wished to take me on by the day, but if I was to follow the army I wanted a better position. As they had no one else to splice their wire ropes they took me on as a combatant, and I took part in the expedition of the S.S. Northcote against Batoche. But that is another story.

## TRAVELLING IN SASKATCHEWAN

### Thirty-five and Forty Years Ago.

By Ex-Mayor Clinkskill

In these days you often hear people who have occasion to travel complain after a trip in a palatial sleeping car, of the discomfort of the cars, too hot or too cold, the roughness of the railway track or the dust or the dirt. In former days before the advent of railways when anyone made a trip there was no grumbling about the hardship; everyone took it as a matter of course, or all in the day's work. It was "Jack, I am going with you to-morrow, call for me at the house," and you got in with him in the morning in a big democrat or a sleigh, and started off for a four or five days' drive as if it were an afternoon call you were making. Then, on your return probably the remark you would make would be about the baulkiness of that new broncho team Jack was driving, or the bad spill you had coming down the hill at Eagle Creek. The heat of the sun or the coldness of the wind was a matter of no moment. The "pioneering" people talk of to-day is a picnic compared with the conditions thirty-five or forty years ago.

In the early eighties, when the Canadian Pacific was stretching its steel along the main line, the stage that ran from Winnipeg to Edmonton, via Shoal Lake and Battleford, was transferred to Troy (now Qu'Appelle) for a starting point. In 1882, Maclean (whose soubriquet was "Flat Boat" on account of his having run a lot of flat boats down the Red River to Winnipeg with freight) had the contract for the mail to Prince Albert and Edmonton. The conveyance was a big democrat drawn by four horses. The stopping places were Touchwood, Salt Plain, Humboldt, Hoodoo (1),

(1) The Hoodoo Lakes are, roughly, 12 miles east and 2 north from the present Cudworth.

Carlton and Cameron's at the forks of the trail about 35 miles from Prince Albert. At Carlton another conveyance branched off west to Edmonton, via Battleford, Fort Pitt, Saddle Lake and Fort Saskatchewan. It was good travelling to make Prince Albert in seven days. The trail was through very fine country, except over the great Salt Plain. This was a stretch of about twenty miles of barren alkali land without trees or verdure, many ponds of brackish water scattered along. It was a dreary waste without shelter and the crossing was dreaded in winter. There was only one place where water fit to drink could be had and the supply was scanty. During the winter of 1882-3, the stage ran once in three weeks, its arrival in Prince Albert was an event in that burg. The stage which branched off at Carlton for Edmonton took another ten days to reach its destination. The next year I think it was, Leeson & Scott, of Qu'Appelle, got the contract. They held it for many years, transferring the starting point to Swift Current to serve Battleford and Fort Pitt, and to Calgary for Edmonton after the C.P.R. reached Calgary. When the Regina to Prince Albert railway was opened (1890), the starting point for Battleford was transferred to Saskatoon. When this last change was made the Battleford folk considered that they were quite in touch with civilization (meaning the railroad), it being less than half the drive from Saskatoon that it was from Swift Current. The greater part of the drive from Swift Current to Battleford was very uninteresting. The first spell to the river, the land is rolling, with very little vegetation. Bunch grass here and there and cactus; the soil a heavy clay. We used to think it would never be cultivated and now it is well settled all through that stretch of country and is producing heavy crops. There was a stopping place at the river, the "Russell House; Meals at All Hours." It was not half bad for the times; it was built partly of logs and partly of lumber. Sometimes in the late fall and in the spring we would stay here for days at a time. This occurred when the ice was forming, sufficient to prevent the ferry scow crossing but not strong enough to carry any weight. [After a good cold night, the ice would be tested first by a man crossing; if he found it strong, after spreading sand on the ice, one horse at a time would be led over; then the wagon would be drawn by ropes. Once in the spring I had a little adventure. The ice had been running for about twenty-four hours; there were only a few cakes of well-rotted ice coming down. I got a flat-bottomed boat and crossed the water to the other side and landed on blocks of ice along the shore. I was jumping from one cake to another thinking they were all anchored on the bottom, when one on which I landed on just a little from the centre canted up. Down I went into the icy cold water. Didn't I just cling to that block for dear life! Gradually I climbed on it and, taking care to step right on the middle of the other blocks, I got to land. It seems this ice was floating in a pocket of water formed by a tongue of land stretching down the river quite a distance from the shore, and was all afloat. Here I was with my clothes wet up to the waist, and a cold wind blowing. I had crossed with the intention of going to a ranch about three miles off to try and hire a team and wagon to take us on to Battleford at once. The ferry would not be running for a few days yet. Off I went on the run to keep up the circulation. When I arrived at the house, my clothes were frozen hard as sheet-iron. Not stopping long enough to let them thaw out, after making a deal for the team and wagon, back I started for the river again at a jog trot. I was more careful this time on the ice and got over without mishap. I took off my wet clothes, hurried myself into dry ones, and was not a whit the worse of my dip.

After climbing the bank the land for a long distance was gently rolling, soil similar to what has been passed over, however with more vegetation. After three hours' drive a stop was made for midday meal at a spring. The next spell was to "Devil's Gulch." This station was a dug-out in a big ravine. The earth had been excavated in the bank and thrown down-hill, then some lumber arranged to make the roof. There were four bunks built against the wall. When there were more passengers than filled the bunks, all the "furniture", consisting of a table and some benches, were put outside and the overflow lay on the floor. This place was warm, being well shel-

tered from the wind; one objection that some fastidious people complained of was the large population of mice that cavorted over you when you had retired to rest. After an early breakfast a start was made about six o'clock. The drive till noon is through a range of hills stopping at the "Iron Spring" for midday meal cooked in the open. This is a spring of very fine water, with just a tinge of iron taste. At night the stop is at Eagle Creek station. A shack built of rough lumber on a hillside, near a slough of good water, was the "house". At this station the mail contractors had their spare horses. The man in charge of the station was a character in his way. He was usually called Charlie the Swede, his correct name was August Meyer. He was very entertaining, a great talker, and it was amusing to listen to him telling in his broken English of his adventures and his experiences with the various passengers passing to and fro. Charlie was a good man for his employers, he could shoe the horses, mend wagons and harness and looked well after the stock. He was a great fellow to barter and trade. Many a story he had to tell of trades with Jew pedlars and others, in some of which he got left, too. He would just as soon laugh at his being done as how he got ahead of the other fellow. I had bought a horse from a man on the trail; I knew the horse well, he having been quite a trotter in his early days; the poor animal had been ill used and was about done. On Charlie's advice I bought him; he kept him there for a while, brought him round into good shape again and many a good trip I made with "Jim" afterwards.

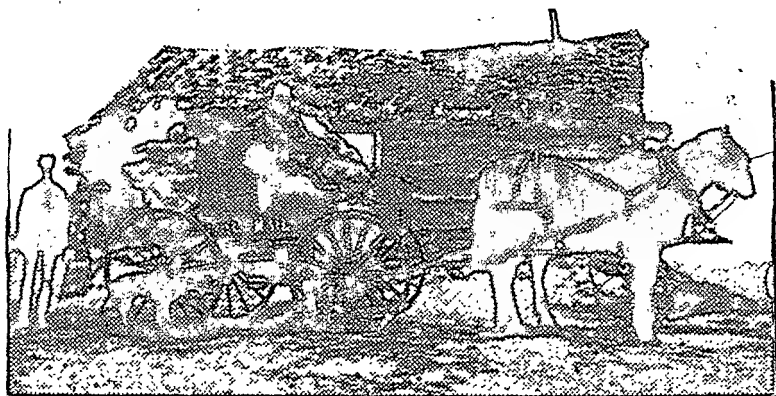
On leaving this station there was a long descent to Eagle Creek; after crossing this a long ascent, then rolling land but, ascending gradually to the station called Sixty Mile Bush. At the noon stop about half way it was hard to get water some times; often enough water for our tea had to be carried in a jar. The Sixty Mile Bush station was kept by an elderly man, a French-Canadian. The house was quite a pretentious one, built of logs in the timber. Being so well sheltered amidst the trees, one did not know how cold it was in the winter time till one got out on the open prairie. Old Bernier was a queer old chap and was quite entertaining in his talk. He was always threatening to send for his family from "Kebec"; he would tell us "I call for my wife come, but she no come." There was some attempt at observance of decency about the old man. He had curtained off a number of sleeping places screened off for the use of lady passengers. One time a terrible calamity fell on the poor old chap. A skunk had got under the floor and, as is usual after a visit from one of these gentry, a strong odor was in evidence. For a long time afterwards, when the door was opened, the air from the inside caught your breath; he would express his surprise at anyone noticing any unusual smell about the house. He told me once that one of the stage-drivers slept on the floor in that corner of the room and said he smelt skunk. "I tell him he smell himself!" He had a habit of yawning audibly. Long after we had all turned in for the night we could hear the old fellow hi-hi-hi-ing in a loud voice. One time a party with a bunch of wild horses passed through and he was persuaded to buy one. They tied the horse up to a tree, informing him it would be quiet in the morning. He said "Yess in the morning he be very quiet. he be dead; his neck be broke!"

Leaving this station, the trail led down a long descent to an alkali flat, crossing on hard ground at the narrows between two salt lakes, then through rolling land, fine soil, covered with luxuriant grasses. It was a long spell to the Indian Reserve, about 18 miles from Battleford, where the stage remained for the night.

When the Regina to Prince Albert line was opened the route was changed to Saskatoon to Battleford. The stage departed the morning after the train got in from Regina. This was twice a week. The incoming stage was timed to meet the train from Prince Albert. In those days, the train was a mixed one, carrying freight as well as passengers. I travelled several times on this train when I was the only through passenger to Regina! In the winter time a passage on this train was sometimes attended with considerable adventure. There being so few trains running, the line would be filled up with drifted snow. The passengers had to work their passage

on these trips, having to get out to shovel snow. One train took three weeks to go from Saskatoon to Regina!

The trail followed from Saskatoon, during Leeson and Scott's contract was on the surveyed trail laid out by the government. The first drive was to Henrietta (1), the station where the Government telegraph line repairer lived. It was about 28 miles, and in winter was a long drive I tell you. The house was a very comfortable, warm log building, and it was a comparatively good place to stay over night. The next stopping place was the Round Lake. This was kept by Charlie the Swede, who was transferred from Eagle Creek. The stage only rested here for a meal, and the horses were changed. The next on this route was Baljeanie, at the farm house of a genial Scotchman called Sandy Warren. Here you got decent accommodation and the finest of meals to be got anywhere in the country. Starting next morning one reached Battleford at noon. The trail all the way was through very fine country, but without any settlers. Now travelling this route you are never out of sight of a house.



BATTLEFORD MAIL, STANDING AT THE BADGER HOUSE

In 1896 the contract was thrown open, owing to political exigencies, Leeson and Scott's contract having expired. The contract was awarded to Thomas Dewan, of Battleford. The route was changed. The first stopping place erected by Dewan was about 25 miles from Saskatoon, called the "Badger House". The way it got the name arose from a joke played upon some lady passengers. One evening when there were so many passengers that to accommodate them all there had to be two sittings at table for supper. When the second table was ready, one of the passengers, a regular joker, remarked to the man in charge, "Mo (his name was Moise) I would like to get a bit of that nice badger you had at the first table." One of the lady passengers, hearing this, imagined she had supped on badger meat, got up and went outside. She had just come out from England, so was easily fooled. Only after a long explanation was she persuaded it was only common bacon she had partaken of. Ever after the place got the name of Badger House. The trail then followed a route more to the south of the river. The next stop was overnight at the centre station, which was called the Red Fox. It was a log building with a sod roof. When it rained

(1) Henrietta was on the North Saskatchewan near the Elbow, and about 3 miles east of Telegraph Coulee. Baljeannie Station was at the crossing of the Creek of that name (Twenty-one Mile Creek) near the meeting point of Secs. 21, 22, 28, 29, Twp. 41; R. 14, West of the 3rd Mer.

you had difficulty finding a place where the water was not dripping. It was inhabited by the most prolific families of certain unnameable insects I ever came across. These objectionable creatures were not unknown at the other stopping places but this particular place "snatched the confectionery" in this regard. Many a time I have seen lady passengers sit up all night in a chair, rather than occupy any of the sleeping places,—I could not give them the courtesy of being called beds. I invariably lay on the floor with my own robe for covering. At a nigger circle one night in Battleford one of the Police boys got off a good joke. He had a little stuffed article tied to a string asking Mr. Johnsing to guess what it was. After futile efforts to name it, he told him, "It am a greatly scarce specimen of de Tomma De-wanna or bed bug from the Central Station!" I spent a very anxious night on one occasion at this place. I was going from Battleford to Saskatoon. On the road were a number of tinhorn gamblers who had been attending a race meeting at Battleford. They arrived at the house before us. When we got there the party was sitting round the table playing stud poker. They played continuously till the rigs came around in the morning to take them away. Even during the supper time and breakfast they played, one or two at a time feeding. I was carrying three thousand dollars of currency in my valise and felt nervous that any of them should imagine so much money was within their reach. I slept on the floor in a corner with my valise under my head; continuous sleep was out of the question. I would doze off for a few minutes, when an altercation would take place in regard to play; after a furious fusilade of oaths and curses, they would resume play again. It was a relief to get aboard the stage again in the morning.

About 28 miles from Battleford a stop was made for a meal at the Buffalo Head, so called because an old bone head of a buffalo was stuck on the peak of the roof. A drive of three hours and we reached Battleford. This last drive was very picturesque. It was along the river through well-wooded valleys. On the way, eighteen creeks had to be crossed. These were small streams arising in the Eagle Hills running into the river. When I was member for that district it used to take all my appropriation keeping the little bridges passable.

The stage drivers were a fine lot of fellows. They did their best to make the passengers comfortable, in the winter putting hot rocks under the robes and wrapping them up well. They were very entertaining with their stories of hard trips and comical passengers.

I am told that the old Swift Current trail is just about obliterated. I know the Battleford to Saskatoon trail cannot be followed. I went over it about fourteen years ago and I had to go around fences and through farm yards; in one place a farmer has placed his house right across the trail. Although this trail is a definite surveyed trail and is supposed to be for the use of the public, I do not suppose he will ever be disturbed.

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## NARRATIVE OF EX-MAYOR RUSSELL WILSON

(The importance of this statement, apart from its human interest, lies in the fact that we can see in it the phases in the development of the district—"pioneer farming", ranching and finally the wheat farming which made for the growth of the City of Saskatoon as the distributing centre for a prosperous population).

I first heard of Saskatchewan when I was quite small. My father had Saskatchewan in mind as he considered it would be the centre of the industrial district, partly on account of the Hudson's Bay Co. Another rea-

son was on account of the opportunities it presented as a stock country, from reading about the great herds of buffalo that roamed the prairies of Saskatchewan.

My father and brother, James and myself left Ontario about the middle of April, 1883, with a party of about twenty people, who were bound for Winnipeg, Regina and Moose Jaw. We came by way of Detroit, Chicago, Minneapolis and St. Paul, taking about twelve days on the journey, as we were held up in parts of Minnesota and Manitoba by floods.

On landing in Winnipeg we found there were no paved streets, or anything of that kind—nothing but mud. One of our party had an idea of stopping in Winnipeg, but after spending two days in tramping around through the mud he decided he wanted to get out of there as soon as possible.

We came to Regina and thought of settling near that city because it



RUSSELL WILSON

was the capital. We stopped there two or three days, but were very much dissatisfied, as it was very bad weather.

About the first of May we met some friends, Foley Brothers, who were the greatest railroad builders of that time. We then proceeded by train to Moose Jaw, which was at that time the end of the C.P.R. track.

Through the kindness of one of the Foley brothers, we were allowed to use one of their camps in Moose Jaw for a time. I worked for Foley for a while.

At that time my father met Mr. G. W. Grant and Frank Clark, who with others blazed the trail from Moose Jaw to the Elbow.

My father and brother, shortly after we arrived, made a trip through the country, which lasted about a month. Owing to the terms of agreement of the Temperance Colonization Society, we did not wish to locate within their territory. Their system of paying for the land by instalments when carried out meant that the settler would ultimately pay full price for the land, when homesteads could be had free. We made a selection of a homestead some forty miles south of Saskatoon, what was then known as

Beaver Creek. It is now in the Hanley district. My father and brother returned to Moose Jaw in June with the pony and buckboard. The pony was stolen the next night, so we purchased another pony and four yoke of oxen, together with breaking equipment to start farming. We left for our new location on Beaver Creek about the middle of June. On the 23rd of August there was severe frost and the ice formed from one side of Beaver Creek to the other.

On arrival we immediately started two ploughs breaking up land, and also began drawing logs from what was then called Moose Woods for the erection of a shanty, which was made of logs inside and sod outside. That year we broke about sixty acres and backset the same.

My father went East the first winter and I and my brother remained on the farm looking after the stock. Our place was located forty miles from the nearest settlers, except the Indian Reserve, which was about fifteen miles. Our first visitor during the winter was an Indian. He drifted in one cold Sunday evening. We had been accustomed to seeing Indians, but had never had the pleasure of one sleeping with us over-night, so I took the precaution to place a tomahawk under my pillow, the shotgun under my brothers' bed, and also filled the rifle, to be prepared in case of emergency. (My brother James drew the Indian out of the shack in order to have this done). That night, when we turned in, the Indian, as was Indian custom, wore a string of bells around each leg all night, and every time he moved the bells would ring, so we didn't sleep much. The Indian remained with us the following night, but owing to the fact that our provisions were none too plentiful we gave him to understand in the best way we could, that he was no longer wanted, so he moved on without doing any damage, but this will serve to show what the first settlers were up against.

Another Indian, Johnnie Littlecrow, visited us a few weeks later, but during the whole winter we never saw a white man, nor received any mail.

My father brought the remainder of the family west when he returned in 1884. We put in a crop that year, which consisted of wheat and oats, but it did not turn out very well, owing to drought. We had, however, a beautiful field of pease, finer than anything we had ever seen in Ontario. We cut the pease one evening and left them in the field in accordance with the Ontario custom. A prairie wind came up in the night and the next morning there wasn't a pea to be seen, and we have never heard of our pease since. My father was riding in the direction of Hanley the next morning and he thought he might see some trace of them around the sloughs, but probably they ran across the prairie and never stopped.

In November, 1884, the family all moved to Moose Jaw for the winter.

In the spring of 1884, Dumont and a party of men camped at our home on their way to Montana to have a consultation with Louis Riel. They returned in July.

Owing to the scarcity of water on the trail Beaver Creek became a stopping place for all travellers. A great many people used to pass by this time, and the trail was well worn down. In the months of May and June it was a common sight to see as many as one hundred carts, drawn by oxen, filled with furs, camped along the creek. They were on their way to Swift Current and came back loaded with bacon and provisions.

In the winter of 1884, my brother James worked in a grocery store in Moose Jaw for fifteen dollars a month. I worked on the C.P.R. railway for one dollar and twenty-five cents a day, and considered myself very fortunate.

In the spring of 1885—the spring of the Rebellion—the "Northcote" came down the river with a bunch of fusiliers. Mr. J. H. Ross, who had charge of the arrangement knew I was familiar with the country, and as they needed a guide, he offered me ten dollars a day for the job if I could obtain the consent of my people. I managed to do so and hurried back to Ross' office. He sent a man with me and we purchased a saddle horse. We first went to Clark's Crossing, loaded with all kinds of supplies and ammunition. Colonel Hudson was stationed there as transport officer. From there we were sent to Fish Creek to General Middleton's camp. I then took the teams back as my services were no longer required. We

made about thirty miles a day. After returning to Moose Jaw I got a light team and brought a bunch of doctors to Saskatoon. At the Indian Grave, 40 miles out from Moose Jaw, where we made our first camp, one of the doctors dug at a grave and got a hip-bone for a memento.

About 1888 we moved to Moose Woods to start ranching. The people located near there at that time ranching were: a'Court, Proctor, Gagen, Mawson, Wilson and Brown,—afterwards Lieutenant-Governor. Joseph Proctor was a graduate of Cambridge University. I was later an executor of his estate. He left his property in the Hanley district, 560 acres of about the best hay land in Saskatchewan, to the University of Saskatchewan; a tablet in memory of him now stands in the Convocation Hall, in the College of Agriculture.

After pioneering to the extent of our capital in methods of growing wheat in a new country we decided (1888) that the time had come for a change. On an average the people who came in at that time brought about \$4,000 in capital but lost it. There were the expenses of settling. At the time of our arrival and after we paid about \$250.00 for a yoke of oxen. Wagons cost about \$100.00. There were frosts and drought. Then, too, their methods of farming and their implements brought no results. They came in expecting that a great migration would follow them as railways were built, but the Riel Rebellion frightened people and the railways did not come as soon as expected. They were face to face with ruin when fortunately they learned to look to ranching for a living.

In 1888, 1889 and 1890 the southern part of the province was practically burned up with drought. That which is now Buffalo Lake was completely dried up, and transportation by wagon was carried on right across it. Consequently, there was a great deal of stock in Moose Jaw and Regina district which was brought north in search of food.

In 1886 Mr. a'Court, Mr. Proctor and Mr. Gagen had located a lot of land and started in with an up-to-date ranch. Mr. Mawson worked with them for a number of years.

We started our ranch with very little capital, but kept adding little by little, until we had about as creditable a ranch as anyone in the northern part of the country, but it took a lot of hard work and perseverance.

The people who first started farming in this country had many failures, and those who came later were able to benefit by their experience. The machinery for farming first used in this country proved practically useless. As late as 1900 it looked as though it would be a great many years before the country would be settled.

In 1901 Mr. E. J. Meilicke and his son stepped off the train at Dundurn. I found them interested in the country and drove them around for two days. Mr. Meilicke would take a handful of soil and go behind some bush or barn and submit it to a test of some kind. He would come back dusting his hands and say: "This is good wheat land." Posters were got out in St. Paul which ran something like this: "You can leave home after Easter, sow your grain and harvest it and come home with your pockets full of money in time for Thanksgiving dinner." As a result in September of the same year two special coach loads of people from Minnesota and Dakota came to the district and settled with agriculture in view. The following year people came in in train loads. These people who came into this country had an advantage over the Eastern Canadians, as they understood the production of the soil better, being much the same as in Minnesota and Dakota, and they had better implements to work with. Many of these people went home for the winter, or if specially prosperous, went to California.

In the spring of 1902 the Saskatchewan Valley Land Company was formed, headed by Col. Davidson of Duluth. This Company secured from the Dominion Government a large tract of land extending from Lumsden north to Hanley contiguous to Canadian National Railway. This Company proved to be a very energetic colonization agency. As a result of its activities a great flow of settlers from the North Western States and Eastern Canada, and the entire tract was settled in a couple of years with a first-class lot of farmers. Up to that time we allowed our cattle to roam at will



over the boundless prairies, but with the advent of the farmers the range was so restricted it made it impossible to carry on ranching extensively. So owing to changed conditions in the spring of 1903 we disposed of our ranch site and stock, moving to Saskatoon to live, having at the time large and valuable land holdings in the vicinity of the then village. These have since been subdivided into lots and are now almost entirely covered with buildings. We engaged for a short time in a livery and feed stable business disposing of it in 1905. We then engaged in the carriage and harness business, also dealing extensively in real estate. In the spring of 1907 we purchased and shipped into Saskatoon the first car load of automobiles that up to that time had come into Saskatchewan. The autos were the first manufacture of the McLaughlin Company and were the advent of that make of car into Saskatchewan.

This is how the settlement of Saskatoon began to grow and the way in which we became identified with it.

### NARRATIVE OF EX-MAYOR JAMES CLINKSKILL

(Mr. Clinkskill's Reminiscences cover his life at Battleford during the eighties and nineties. The following narrative takes things up at the point of his removal to Saskatoon in 1899).

My business was not expanding; no new settlers were coming into the Battleford district to increase the volume of trade. In thinking over what could be done, I considered the situation at Saskatoon. I knew it was surrounded by excellent farming land ready for occupation. As soon as the immigration should start in this direction, these lands would be taken up. Up to this date the Immigration Authorities had directed the incoming stream to Alberta along the Calgary and Edmonton Railroad. The land along that line adjacent to the railroad was rapidly being settled and I was confident that before long there would be a movement in our direction. The remnant of the original Colonization Society settlers living near Saskatoon were getting into better shape since the Prince Albert line was opened and formed a basis for a certain amount of trade. Another factor that induced me to consider opening a branch in Saskatoon was, that all my goods were shipped through that point and I had to pay forwarding and loading charges on all my shipments. When it became known in Battleford that I contemplated opening a business at Saskatoon and possibly moving myself and family there, I was strongly advised against such folly. However, their arguments were futile. I had waited patiently at Battleford for seventeen years for the opening of railway communication and had my hopes raised time and again, but that desired communication looked as far off as ever. The strongest factor of all was the advice of my worthy helpmeet. She urged me earnestly to make the venture, declaring her willingness to start roughing it again till we could afford to build a comfortable home. That meant much to me as it was going to make a strain on my resources starting a new enterprise and made it undesirable that I should expend capital outside of my business. This willingness on her part was all the more commendable when it is kept in mind that we had a family of eight children and were leaving a commodious comfortable house in Battleford. Again I had to be thankful that I was blest with a considerate, helpful and brave companion in life.

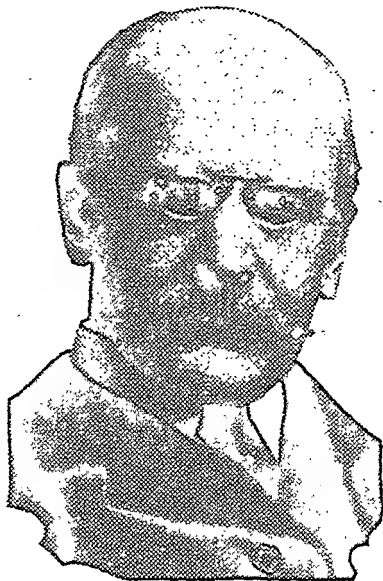
This venture proved to be the wisest step we had ever taken in our somewhat strenuous life. We endured hardship and discomfort for a time just as was anticipated but when affairs began to come our way all these were forgotten. But I must not anticipate events.

It had got around that I was considering this undertaking, and it reached Saskatoon. A firm there, Leslie and Wilson (1), hearing of it wrote me

(1) Jas. Leslie and James R. Wilson.

offering to negotiate for the sale of the general store they were conducting. On the 5th of June, 1899, I went to Saskatoon to investigate; it just took twenty minutes for us to make a deal. I bought the stock at a rate on the dollar and rented the building and on the 20th of the same month returned to Saskatoon with one of my clerks to take stock preparatory to taking over the business on the first of July. My family were to remain at Battleford, till I could arrange for their accommodation.

The store building was twenty-five feet frontage going back about fifty feet with a wooden shed at the back. It was built of stone boulders from the river, was plastered inside and proved in winter to be very cold. The second floor was divided into rooms and had been occupied by the owners as a dwelling (1). The stock was not as large as I expected but was in dreadful shape. The former owners were not trained storekeepers and did not know how to take care of goods.



JAMES CLINKSKILL, ABOUT 1907

Saskatoon at this time consisted of a few houses on the east side of the River. The original settlement had been on that side. When the railway was built the station was placed on the other side of the river and a few buildings were erected. These were the station house, the section foreman's house, the barracks of the North West Mounted Police, the stone building used by me as a store, a stopping house kept by the Kusch family, a "hotel" run by Don Garrison and about six other houses and shacks. Soon after I arrived a building was commenced north of me on First Avenue, which was opened as a store by a firm in Prince Albert, Bradshaw I think the name was.

We set to work arranging our stock, cleaning out an accumulation of debris that had gathered into the corners and getting into shape to do business as we thought it should be done. After a visit to Winnipeg to purchase goods, it was found the premises were entirely too small to accommodate the stock and display it to advantage. I persuaded the owner, Mr. Leslie,

(1) The building now forms a portion of that part of the Queen's Hotel which fronts on First Avenue.

to agree to build an additional twenty-five foot frontage, the same depth back, which was done and ready for occupation by Xmas. The second floor of this addition was used as a hall for some time.

On the twenty-fifth of September I started with my family from Battleford for Saskatoon. We had a wagon with seats along the side like a brake with four horses. It had been used as a band wagon. We made the trip in two days sleeping one night at the centre station. I had arranged to board my family at a hotel. At this time Saskatoon had two hotels and if you stopped at either one you would be sure the other was the better. Accordingly we moved to the premises over the store. These comprised four small bedrooms, a small sitting room and a smaller dining room lighted by a sky light, and a kitchen. The bedroom occupied by my wife and self,—and it was the largest,—was large enough to accommodate a bedstead, a wash stand and a bureau leaving enough space to enable one person at a time to undress or dress. You made your ablutions at the wash stand, turned round on your heels and finished dressing before the bureau! When "doing up" the bedroom the furniture had to be moved out first into the sitting room then replaced again. But my wife would endure anything rather than stay at the "hotel" The following spring, I rented the second floor of the addition making entrance through the wall and divided it up into three rooms, which improved the accommodation.

The Doukhobors who had settled on the North Saskatchewan near Henrietta and at Redberry Lake traded with us considerably. They were hard customers to do business with. They evidently had been accustomed to bartering when buying, and they never failed to say "Too much" at the price asked and to offer about half of what was the price. The consequence was that a great deal of time was wasted before the deal was finished. As they spoke very little English, it was hard to know what they wanted. Accordingly the "sign language" was made use of profusely. One fellow amused me; he made signs, first placing his two forefingers on his forehead, then making motions as of milking a cow, then turning his arm around as if violently mixing something; he looked up appealingly and I suspected, and rightly, that he wanted some butter!

The oats grown around Saskatoon were of a very poor quality and there was urgent need of good seed. I imported from Battleford 600 bushels of White Banner Oats and distributed them amongst the farmers with very good results. This lot of oats was the produce of seed that I had imported into Battleford two years previously and was a splendid sample, weighing 48 pounds to the bushel and free from any noxious weeds. This action helped to raise the standard of oats grown in this district.

Some Americans, including E. J. Meilicke, were beginning to come in looking over the lands. A few of us subscribed a fund to look after these people and take them into the country to show them around. Our efforts had a fair amount of success. However, the numbers increased so rapidly we could not undertake to entertain them all. The Canadian Pacific lands in the vicinity were being sold freely at two dollars and fifty cents per acre. The agents selling these lands attended to a lot of these prospective settlers.

Lots in the town site began to move, a number being sold on building conditions. The price of lots of 25 feet at this date was thirty dollars each and at half that price on condition of buildings being erected to the value of two hundred dollars. I purchased three lots on First Avenue on what is now the site of the Royal Hotel. As these were supposed to be a choice location I paid one hundred and twenty dollars for the three. I purchased also three on Second Avenue for forty-five dollars for the seventy-five feet, and erected a grain warehouse and photographic studio as the necessary improvements, afterwards erecting a large warehouse for storing goods. Freight began to come in freely. The accommodation in the railway freight shed being limited I had to take immediate delivery of my Battleford shipments. These I stored in the warehouse which I had built to await freighters from Battleford. I sold this property in 1906 for seven thousand two hundred dollars, having no further use for that warehouse after the C.N.R. reached North Battleford and shipments to that point went direct by rail.

By 1904 business was improving with me and prospects indicating still further improvement, I began to consider the advisability of building a comfortable home for my family. After long consideration my wife selected the corner of Spadina Crescent and Nineteenth Street. The corner lot I purchased from the townsite trustees for one hundred dollars, fifty feet by two hundred feet. The adjoining two lots I got from one of my clerks who had bought them intending to build a home, but as his wife declined to stay in Saskatoon they returned to Battleford. I paid him one hundred and fifty dollars for the two lots. The next lot to these, seventy-five feet, I bought from Townsite trustees. This gave me a nice piece of ground two hundred and twenty-five feet on the Crescent running back two hundred feet and not too expensive, five hundred dollars in all. In the absence of a local architect, I procured a book of architects' sketches and selecting the style of house we fancied, I proceeded to draw my own plans. I let a contract for the labor, I supplying all the material myself and had a commodious comfortable home erected at a cost of six thousand dollars, which we occupied for some years. In 1911 the Government bought the property from me for an Armory paying forty-seven thousand, five hundred dollars for it.

In 1901 the Governor-General, Lord Minto, paid Saskatchewan a visit. The usual address was presented. The school children dressed in white were at the station and sang the Maple Leaf as the train came in. The weather proved stormy, snow falling made it necessary to have the address presented under cover. The only place available was my little store. Into this the people crowded and the address was presented.

A general election for the Local House was held in April 1902. W. H. Sinclair and James Leslie were the candidates in the Saskatoon district, the former being elected by a large majority, Leslie losing his deposit.

The 1901 census credited Saskatoon with a population of 113. Next year the people took advantage of the village ordinance and were incorporated. It was a hard struggle to count enough houses to effect this, the ordinance calling for twenty houses within a mile square. By counting all the shacks we managed it.

Great inconvenience was experienced from having the Post Office on the east side of the river. A petition was drawn up asking for a Post Office on the West Side, this was granted and Allan Bowerman was appointed Postmaster; it was called West Saskatoon.

In the summer of 1902 a special train of American capitalists passed through Saskatoon. This excursion was organized by the Saskatchewan Valley Land Company, of which the principal director was Cal. Davidson. The party was brought from St. Paul, gathered from various centres in the States, were dined, wined and transported free of all charges to be shown what a country there was here awaiting development. I am credibly informed that the sales of land on the train were so large that the cost of the trip was covered by fifteen cents per acre of the land sold. A great outcry was made in the Dominion Parliament regarding the deal made with the Company. The fact remains that the enterprise and the push shown by the Company caused the rapid settlement of the tract purchased by them, and did much to develop the village of Saskatoon into the city that it is. I for one do not grudge the immense fortune made out of the speculation.

We were quite jubilant when Leonard Norman proposed starting a weekly newspaper in Saskatoon. We gave him every encouragement and on the 17th of October 1902 the first issue of the Phoenix was published. Among the advertisements in this issue appear those of Young and Brown, general merchants, Geo. Sillers, furniture, and Dr. P. D. Stewart, physician, besides my own. It contains a notice of the accidental death of W. H. Sinclair, M.L.A., member for the district. He had gone out to shoot geese. When replacing the repeating shot gun in the wagon it was discharged and the charge lodged in his breast, killing him instantly. His death was greatly regretted for he was a live business man and seemed to have a great career before him. I felt it as a personal loss. I had known him for many years and was intimately associated with him from 1884 when he was in

the police force, which he left in 1889. After a short residence in Battleford he came to Saskatoon, engaging in various enterprises.

A bye-election to fill the vacancy in the Territorial Assembly caused by the death of Sinclair was called for the 9th of December. Ben Chubb had been in the field canvassing for some time. There was a decided feeling around Saskatoon against his candidature. A public meeting was held on the 22nd of November to select a candidate. I was strongly urged to stand but was very indifferent about doing so. However, I allowed my name to be put up with the others to a vote. The persons nominated at this meeting were Dr. Willoughby, Klassen (from Rosthern) and myself. Chubb would not allow his name to go to a ballot; he said he was going to run anyway, and did not need any support from Saskatoon people. The ballot resulted in nineteen for Willoughby, five for Chubb (although his name was withdrawn) and fifty-nine for me. I accepted Chubb's challenge and proceeded to my canvass. I found the most hearty response in and around Saskatoon and was confident of a large majority in that part of the district. Nominations were made on the 29th of November. On B. Chubb's paper were the names: T. Kyle, J. Poirer, J. O. Brawley, R. Marcotte and E. J. Fisher. On my paper, R. W. Dulmage, Arch. Smith, D. Lusk, J. Caswell, J. W. Stewart, Joe Fletcher, Jas. Leslie and D. Caswell. I went north amongst the Mennonites where Chubb expected to get support enough to offset the Saskatoon vote. I found that these people had been led to believe the contest was being run on Dominion political lines, and they were decidedly hostile to my candidature, although very kind and hospitable toward me personally. At the town of Rosthern I could depend on very few supporters. Affairs looked serious for me. Two days before the election a few of my friends from Saskatoon went up to camp in the country till after polling was over. The only possible hope was to induce as many as possible to ignore the election and refrain from voting, on the plea that it was not a question of Dominion politics. The Mennonites as a rule, particularly the orthodox section, were indifferent to exercising their vote and on this forlorn hope we had to depend.

I had a little adventure on my trip through the Mennonite settlement. John Caswell agreed to drive us, as he claimed to know the trails and some of the people. We drove through the Osler settlement on to Hague following the trail along the railroad. The snow was deep off the trail, but the road being well travelled, the sleighing was good as far as Hague. From Hague we struck out west and north west. In the afternoon we stopped at a house to get a meal; when we were ready to start a snow storm came up with a high wind. Caswell was not very sure of the trail and before we made a couple of miles we floundered into a drift in which our horses were about buried. The day was well advanced; darkness was coming on quickly. Accordingly we decided it was taking chances to try to make the next house about ten miles off, and turned back to the house we had left to spend the night. The folk agreed to put us up for the night. The house was about sixteen feet by twenty-four feet, made of boards, one storey high with a shanty roof. It was banked high around with snow to keep out the cold. The family consisted of the man and his wife, one son about twenty, another about seventeen (who was an imbecile) and a daughter about twenty-two years old. The old man could speak a little English, the others none at all. When bed time arrived I wondered where we were to sleep. Preparations began by taking the table outside; then a big mattress filled with feathers was placed on the floor; another similar mattress was put on top of it; between the two we were expected to creep in and make ourselves comfortable. There were three bedsteads, one occupied by the man and wife, one opposite to it by the girl and the two boys in another at the end of these. It was warm enough between the mattresses, but as these had been filled with feathers direct from the fowls, when the heat from our bodies affected the feathers the odor was like sleeping in a hencoop. The old man was the victim of a bad cough. During the night as he expectorated profusely and was indifferent as to direction, I lay in constant dread of some disaster happening and was always relieved when I heard the flop on the floor. In the morning the storm had not abated; it was folly to think

of travelling for the trail was entirely obliterated. In this shelter we were compelled to stay all day and another night. The hours dragged wearily. John and I ran out of subjects for conversation. The old man was unable to make us understand what he said. The only literature to hand was an old German newspaper. The poor imbecile lad every now and then peered into your face giving you a kindly push with his hand laughing idiotically. It was a relief when bedtime arrived. Next morning the storm had ceased. We set out ploughing our way through the drifts, till we struck a main trail over which some sleighs had passed early in the day. That night we arrived at Rosthern.

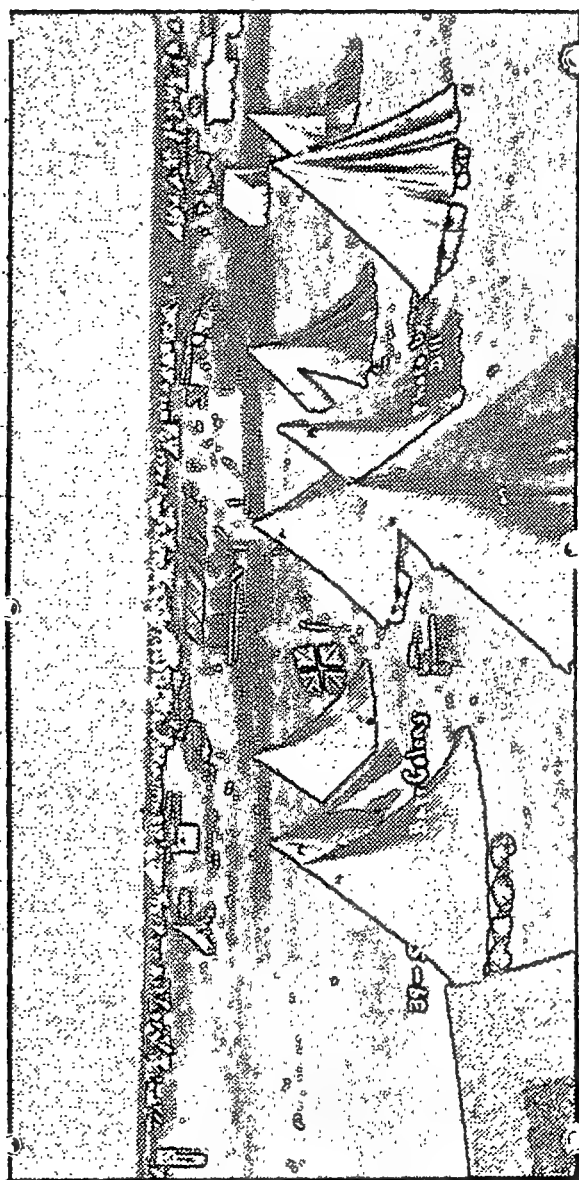
We were particularly anxious about the Hague poll. Marcotte, a French Canadian (a fierce opponent in a former contest of mine at Battleford with B. Prince) was endeavoring to have a large body of foreigners around Fish Creek naturalized in time to vote for Chubb. Had he succeeded in polling all these my outlook would have been blue. Joe Fletcher, a staunch supporter of mine, offered to look after this poll. He challenged so many of the voters that the returning officer ran out of the printed forms of the affirmation early in the day. The poll clerk had to write out the form which took so much time that when the hour of closing the poll arrived, some voters could not get their vote polled. We had very grave doubts as to the validity of the naturalization papers these voters presented. My scrutineer was quite justified in objecting and causing their ballots to be reserved. The point was not decided in the court because even with these votes for Chubb at the final count I had a clear majority and I did not think the expense of having the question decided would be warranted.

At the close of the poll at Saskatoon I had a majority of seventy-five. The result from the outlying polls north were looked for anxiously. Robert Caswell who was at the furthest out poll from Rosthern had arranged to send us the news. Up to nine o'clock no word had come. The operator at Rosthern was about to close up his office when Caswell arrived and flashed the news. The number of votes polled was very small, and although strongly against me, the number was not sufficient to elect my opponent. We kept the news quiet. Chubb and his friends were confident of having been successful and were having a great celebration at the Windsor Hotel, which now had a license. I called at the Hotel and was the recipient of their sympathy with my defeat for which I thanked them and joined with them in their rejoicing. Some of my friends however were so confident of my success that they freely accepted the wagers offered on all sides, amongst my supporters Jimmy Flanagan was most conspicuous. "What a difference in the morning" when the result of the northern polls was made public! As Jimmy Flanagan said "they had to take their medicine," but it was with considerable gagging.

At the final count by the returning officer, Don Garrison, some grave irregularities were disclosed. One deputy returning officer failed to put his initials on any of the ballots, at another poll the oaths to be taken by the officials were not recorded and another returning officer had put the key of the ballot box in it before sealing it up. The returning officer allowed all the votes to be counted, as Acheson the election clerk and legal adviser considered them good. Two of the polls should have been thrown out. After all the votes were totalled up, and allowing Chubb the thirty-eight challenged votes at Hague, I had a clear majority of fourteen. I was satisfied and did not call for a recount before a Judge.

This fall J. F. Cairns came to Saskatoon to start in business, his first advertisement appeared in the Phoenix on the 5th of December, 1902. Soon after his arrival, he called on me presenting a letter of introduction from a mutual friend in Winnipeg. He told me his circumstances and of his intention to start business in Saskatoon. I gave him every encouragement and told him of my faith in the prospects. Neither of us had any hope of the rapidity of the growth and development that subsequently took place, but we were satisfied to take our chances of its becoming a place of importance and bent our energies to make it develop. He started a bakery.

The operation of the swing ferry was a source of great annoyance. An indignation meeting was held on the 24th of October, Dr. Willoughby in the



THE BARR COLONY, 1903

chair and Thos. Copland, Secretary. It was resolved to approach the government to have the matter remedied. At the meeting it was stated "that the ferry was not run when the water was high, nor when it was low, nor when the wind was blowing and when these objections did not exist the ferryman was away doing some other job." I remember it was at this meeting the first suggestion to form a board of trade was made by Allan Bowerman.

A board of trade was organized on the 9th of January, 1903, the President being Jas. Leslie and J. F. Cairns, Secretary.

About this date the manager of the Imperial Bank at Rosthern, Mr. Hebblewhite, visited Saskatoon. I knew his father very well. He called on me and discussed the prospects for opening a branch of his bank in Saskatoon. Of course I pointed out the advantage of getting in on the ground floor in such a promising town. It was arranged between us that I was to let him know if I heard of any move on the part of any other chartered bank coming in. On the train on which he travelled back to Rosthern had arrived a representative of the Bank of Hamilton. I wired him this information. The next morning one of his men came in on the train ready to open a branch of the Imperial. It was too late, the Bank of Hamilton had hung their shingle and started doing business.

In the summer of 1902 I met Rev. Isaac M. Barr. He informed me of his scheme of founding a British Colony west of Battleford and he had obtained from the Government the reservation of a large tract of land for that purpose. I paid little heed to his scheme, so many similar projects had come to nothing in the past. In November the papers began to give notice of his movements in England; it seemed as if something would come of it. From the cables appearing almost every day in the newspapers it was evident that he was gathering together a formidable band of immigrants. He was a great believer in publicity and had all his movements recorded widely. I wondered how he was going to transport his party, some two thousand people and all their belongings, the two hundred miles to the location of the proposed Colony. I wrote him about this matter and he answered that he had made all the arrangements necessary. Connected with his scheme he professed to have organized a syndicate store, a transportation organization, a hospital and other departments. A purchasing agent sent forward by Barr arrived about the middle of January, 1903. He said he was authorized by Barr to purchase four hundred yoke of oxen. When it came to paying for these cattle he had no funds, so could do nothing. A brother of Barr, John by name, a notorious character, procured some horses in the south country, loaded them in box cars, but a great many of them were smothered on the way. When the cars came in, he had no money to pay the freight on the consignment. He tried all round town to borrow money to release the cars and was very indignant at not being successful.

In the meantime the several business men were shaping themselves so as to be ready to furnish supplies for such a crowd. I remember Cairns and myself after a meeting of the Board of Trade discussing the prospects. We were determined to take advantage of the situation and decided to tax our resources to the limit in buying stock.

At eleven in the morning of Friday, the 17th of April, the first train of immigrants came in, fourteen coaches with five hundred and ten people on board. At six that evening the second train of eleven coaches with four hundred and ten people and on Saturday morning the third train arrived with five hundred and seventeen on board. The baggage followed in a few days in a special train of baggage cars. Barr had made absolutely no preparation to take care of this large body of men, women and children. In London he had sold for cash, tents and waterproof sheets, guaranteeing to have them at Saskatoon awaiting their arrival. Some of the tents were in the baggage cars; some were never delivered at all. The Dominion Immigration Department anticipating trouble had a large force of their men under Superintendent Speers on the spot. These men provided some tents and endeavored to alleviate the suffering as far as possible. After a few



days the camp began to take shape. The weather was cold and bleak. The women and children, yes and many of the men, unaccustomed to living outdoors, suffered great hardships. A large number of the Colonists were city bred and entirely new to country life. They were almost helpless around the camp. Everyone was in good spirits and accepted the conditions for a short time without complaint. As the days passed and Barr showed no disposition to help them get on the trail to their "land of promise" murmurs began to be heard. The mountain of baggage had not been sorted out; no attempt had been made to check it, and the poor folk could not get at their belongings. No sign of the much vaunted stores being available, business in the stores in the place was flourishing. Cairns had a double shift of bakers turning out innumerable loaves of bread that were carried off as fast as they came from the oven. Ten days passed and the discontent was growing fierce. All kinds of threats were levelled at Barr, who, arrant coward that he was, slept in his tent with a revolver below his pillow. Mr. B. Prince of Battleford and I went to Barr and made an offer to transport the whole party bag and baggage to their destination at a price per hundred pounds. We had our freight teams at Saskatoon waiting for our spring shipments and could have carried them off at once. Our offer was refused unless we agreed to give him a commission. As we made the offer through pity for the poor colonists with whom we could deal direct and did not intend to make a cent out of the transaction we refused his demand. One morning I had a petition presented to me asking me to address a mass meeting to discuss the situation. This petition was signed by several hundreds of them. I asked Mr. Speers if I could use a large Government tent to hold the meeting in and got his permission. A boy went round the camp with a bell calling them to assemble. When I reached the tent it was packed with people. I had great difficulty in making my way in. As soon as Barr caught sight of me he crowded through the surging mass toward me demanding who gave me the right to use the tent. I told him Mr. Speers. He said it was his, not a Government tent, which was untrue, and took hold of my coat threatening to assault me. Mr. Copland and Mr. Leslie were right behind me, two of the most peaceful citizens that ever drew breath, their hands raised to strike him, when the Rev. J. Exton Lloyd came in between Barr and myself and soothing Barr with "kind words" advised me not to attempt to hold the meeting as there might be trouble. All this time not one of the malcontents who had requested me to come and speak to them made a sign of supporting me. I consented to withdraw, for, in truth, it was of no importance to me. Several of the families dreading the long trek and subsequent isolation from railway facilities, selected homesteads around Saskatoon. Many of those who had the means purchased horses and wagons and started out for themselves. Mr. Speers seeing this sent men ahead to put up signs at the branching trails to guide the travellers. They also erected large tents at intervals along the trail to serve as shelters. The excessive loads in some of the wagons was severe on the teams. As far as possible they had been warned of the folly of loading so heavily, but without much effect. Before reaching their destination many of the teams became exhausted. I was sorry when I passed over the trail during the march to see women trudging along weary and footsore. Endless are the stories told of the expedients some of them adopted to overcome the difficulties that cropped up. Afraid of losing their horses some tied them to the wagon when camping and did not allow the poor beasts enough rope to get grazing. This resulted in the loss of some splendid horses from sheer starvation. One lot with oxen came to the descent of a hill at Eagle Creek, and, to prevent the oxen going down too quickly, put hobbles on them; then, when going up the hill on the other side of the creek to prevent the wagon slipping back, they tied the wheels making the oxen draw the load up the slope with wheels locked. I have no desire to ridicule. These unfortunate people deserved to be pitied. Beguiled into conditions entirely strange, unused to prairie life, they struggled as best they knew to overcome the difficulties. Even after they got located on their homesteads, there were great hardship and privation among them for years. But now the district in which they settled

is celebrated for the quality of grain produced. One family, Hill and Sons, have three times carried off the world's prize for oats at the Chicago exhibition, showing that the dogged resolution of the British spirit can overcome all obstacles.

Seeing the crowd flocking into the Battleford district I was concerned about providing food for so many in excess of our usual population. Supplies of provisions were low. The usual spring shipments had not gone forward. I went to Winnipeg, placed the situation before the Canadian Pacific Railway and arranged with them to forward a car of provisions and groceries with express speed. I had the car loaded Thursday and on Sunday morning it was in Saskatoon. I had my freight teams awaiting and early Monday they were on the trail. My wagons got into Battleford as the first of the Colonists were arriving. The situation was saved.

All this suffering was the result of Barr's overpowering greed. It was a stupendous blunder to induce people to settle in a district two hundred miles from a railway, especially a people unaccustomed to farm life. The florid pictures drawn by Barr of the preparations he had made for their welfare, promising them their own stores, their co-operative companies for tilling the land, the colony hospital, etc., were so alluring that he succeeded in beguiling them all. Had Barr been satisfied with the usual commissions given for inducing immigrants he would have been well repaid. He might have left others more experienced to cater to their wants, but no, he thought he could keep his hands on all the money his people had to expend and this excessive grasping made him loose all. By the end of May, the colonists deposed Barr from the leadership and placed the Rev. J. Exton Lloyd in his place. During what one might call the formative period of the colony Lloyd proved a wonderful counsellor and a mountain of strength against discouragement. No wonder that they named their town Lloydminster. The next year a number came out to settle in the colony. This time they took the railway to Edmonton and tried floating their effects in scows down the river with disastrous results.

With Barr's party were representatives of British newspaper syndicates. These correspondents chronicled every movement of the colonists, cabling long messages daily. The messages were published all over Britain, for great interest was taken in Barr's "Britannia" Colony. The name of Saskatoon was brought into prominence in British minds and was placed for good on the map as an important point in Saskatchewan. This publicity, at no cost to us, was a valuable factor in hastening the development of the town and surrounding country. The citizens realizing that the foundation had been laid, built up on it through a campaign of the Board of Trade broadcasting information relating to the district with most gratifying results. These correspondents were a happy, genial lot of fellows. Those that followed up the party to their destination amused us greatly relating their experiences of prairie travel. In such detail had the news been given that that little escapade of mine with Barr in the tent was cabled at great length. My friends in Scotland read it and imagined I had been guilty of some terrible misbehavior to be "kicked out" of Barr's tent.

With the influx of settlers various business houses came into being, amongst them Isbister & Son in hardware, Fraser in harness, Young in furniture and Flanagan's Western Hotel all on Second Avenue. The Phoenix at this time had an item "The grading of Second Avenue will be a vast improvement. Now if we had a few loads of gravel placed on top, and a sidewalk laid."

In June the south east quarter of the school section adjoining the town was sold by auction. The portion on the west side brought one hundred and seven dollars an acre, thought to be an exorbitant price. Dr. Willoughby was the purchaser. It was immediately surveyed into town lots and called Riversdale.

Confusion was found in having the Post Offices, Saskatoon and West Saskatoon. The Postmaster General asked for a new name for the office on the east side and Nutana was chosen, this I understand being an Indian name indicating "first born." This was an intimation that the west side

was the growing part of the settlement. Another such indication soon came in connection with our schools.

I had been elected to the School Board soon after coming to Saskatoon. For some time the only school house was the little stone school now in the University grounds. All the children on the west side had to cross the railway bridge, rather a dangerous walk for them. From the townsite trustees we obtained a site on Third Avenue near Nineteenth Street, and built on it the stone school latterly called the Pioneer School. Afterwards a frame building was erected alongside to accommodate the overflow of scholars. In this year, looking forward to the town extending northward, the Board purchased the block between Twenty-third and Twenty-fourth Streets and Third and Fourth Avenues. We had the temerity to pay seven hundred dollars for this block, then out in the country. Such a price to pay for a school site, seven hundred dollars! The people were highly exercised over our extravagance, some calling for our resignations. The consternation can be imagined when we let a contract for a brick school to R. W. Caswell at a price of thirteen thousand dollars. Were we mad? Burdening the district with such a debt. We kept our heads, telling them to "wait and see." This block is now owned by the city and the building is our City Hall. The site is of immense value, and so centrally located as to be talked of as the "Civic Centre." Saskatoon east of the river drew back out of fear at the increased taxation, and was established as a school district in itself.

In July, 1903, Saskatoon was incorporated as a town. Of the nine councillors nominated only three were found qualified, as the names of the others were not in the village assessment roll of 1902, although some owned as much as \$8,000.00 of property recently acquired. New nominations were held, and the following were elected by acclamation: J. R. Wilson, Mayor; T. Copland, J. A. Smith, W. R. C. Willis, R. McIntosh, R. W. Dulmage and Allan Bowerman, Councillors. W. C. Sutherland was appointed Secretary-Treasurer. (The incorporation of the town reflected the confidence in business circles that growth was certain and would come soon.)

In keeping with this in September, J. F. Cairns moved into his frame store (now the Star Theatre) on Second Avenue and Twenty-first Street. The street floor was used as a store, the second floor as a hall for entertainments. So, too, in this month I bought from John Braithwaite four lots at the corner of First Avenue and Twenty-first Street for two thousand dollars, thought to be a very high price.

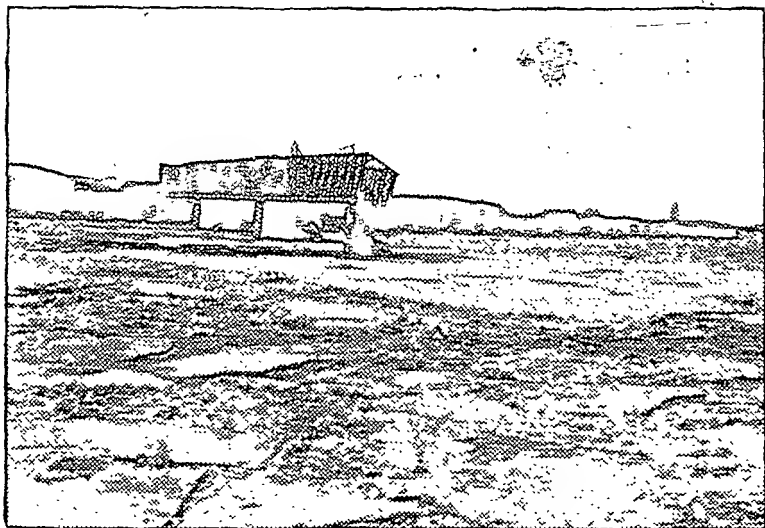
The Town Council itself was preparing for future development. Looking around for property for a public park the Council were offered about 50 acres immediately north of the then town limits by the Town-site Trustees for fifteen hundred dollars, which offer they accepted. Then, too, the Council granted a franchise for telephone service to a local company, and the plant was installed.

Finally, in January, 1904, the Town bought two lots on Third Avenue and Twenty-first Street for three hundred and twenty-five dollars, and on part of it erected the cement block building for a Town Hall and Fire Station.

The Presbyterians, too, felt the buoyancy of the year 1903. They had been holding services in the dis-used round house for some time. They now obtained a lot on Spadina Crescent from the Town-site Trustees, and buying an adjoining lot for fifty dollars, erected a small frame church. The design and specifications were drawn up by Mr. Copland and myself. This building was the first part of what is now "Old Knox Church." It has been added to twice since that.

During the winter of 1903-4 there had been heavy snowfall. In the spring the thaw came rapidly, raising the water in the river before the ice had become rotten. The ice began to move on the fifteenth of April, 1904, coming down in solid masses. The railway bridge which was erected on wooden pile piers failed to stand the strain. First one pier gave way then another, till four spans were in the river. The first span went out about nine-thirty in the morning. The cry spread: "The bridge is going down." Everyone deserted his work, hastening down to the river bank. It was

with sorrowful hearts we watched the other spans fall over. The ice coming down in masses, acres in size, tore the planking off the piers, then snapped off the piles like pipestems. The chords creaking and crashing gradually fell over into the water, leaving the rails held together by the fishplates swaying in the air till caught by the ice floes they, too, were dragged down and disappeared. The sight of the mighty force of the ice carrying destruction before it was awe-inspiring. What of the effect of rail communication being cut off from our town for an indefinite period, just at the time when we were prepared for expansion, and in fact were advised that trainloads of settlers with their effects were on their way, the outlook was disheartening. Worse news came over the wires, the valley at Lumsden was rapidly becoming flooded with water from the melting snow, threatening to flood the railway track and prevent the trains from running. Twenty-four hours after the bridge went out, news came that the water was eight feet deep on the track and a mile wide. Our hearts "went down into our boots." Bad enough that cars might be stalled on the east side of the river, it was a



THE FIRST C.N.R. BRIDGE AFTER THE ICE HAD CARRIED IT AWAY.

thousand times worse that they should be stranded at Regina. The Canadian Pacific Railway Company, realizing the seriousness of the situation, had train loads of material assembled on the main line awaiting the receding of the water at Lumsden to have them rushed to Saskatoon. Three weeks passed before a train crossed the Qu'Appelle Valley at Lumsden. Fortunately the train from Prince Albert going south had not gone through. We had an intermittent service on the line northward. Gradually the commercial travellers began to collect at Saskatoon. They had been scattered along the line on their spring trip, till there were over thirty of them assembled. Full of life, they were driven to all sorts of expedients to pass the time. The first week passed off pleasantly, then the idleness and uncertainty of relief began to tell on their spirits. The great fire in Toronto at this time occurred, of which we got meagre news, telling of the destruction of many of their business houses. It caused a lot of them to feel blue.

At last, on the 20th of May, the flood receded at Lumsden so as to admit of a crossing in boats, the travellers fitting up a box car with planks for seats, started off from the east side for Regina. The Canadian Pacific

Railway put an army of men to work erecting a temporary bridge. Seven days from the time they started the trains were running over it. This was the 3rd of June. Forty-nine days we were without train service. In the meantime an accumulation of settlers' cars had piled up at Regina and adjoining sidings. There were sixty-one cars of settlers' effects; three hundred head of stock and nine hundred settlers. The stock had to be fed and the people lodged and fed at the expense of the Railway Company. A large number of settlers headed for our district were induced to go elsewhere along the main line to the loss of our young town.

Before the building of concrete piers for the permanent bridge I approached Osler Hammond and Nanton, financial agents for the bondholders of the road, with a suggestion to build a traffic attachment to the new bridge. They had no funds to enable them to do this. Then I went to Haultain's Government, trying to get them to pay for the extra cost of this addition to the bridge. After getting estimates and negotiating for some time, a sum of sixty thousand dollars was arrived at between the parties interested. However, as the Territorial Government was about to be replaced by a Provincial one the scheme fell to the ground.

In September, 1904, the Third Session of the Fifth Legislature was held. I pass over the previous two Sessions as nothing exciting occurred to ruffle the tranquility of Legislation. The demand for full provincial status was being urged strongly by the Territorial Assembly and Executive Council. Voluminous correspondence was carried on with Dominion Government, also a Draft Bill was submitted by Mr. Haultain at request of the Government. The final letter from the Premier of the Dominion, Sir Wilfred Laurier, dated 30th September, intimated that should his Government be sustained at the approaching general election, negotiations would be entered upon and a Bill granting provincial autonomy would be submitted at the next Session of Parliament. The local House was prorogued on the 8th day of October, and the Territorial Assembly was a thing of the past. This Session terminated my connection with active participation in political affairs.

Looking back over the fourteen years I had served as representative in the Assembly, I am pleased to think that I had taken a part, however humble, in laying the foundation of and in helping to develop the great heritage, in this Western Canada. In the beginning, the sparse settlement of the country, the lack of railway facilities, the great distances between settlements, and the lack of revenues, made the task full of serious difficulties. The continued struggle with the Dominion Government for better terms, for fuller powers and greater responsibilities kept the mind in constant strain. It was with great satisfaction that I dropped out when, after our endeavors, full provincial autonomy was in sight. I rather liked the work of the Assembly, but in connection with the position were other features that were distasteful to me. The having to plead for support at election time, the abuse you had to take from opponents (I fancy in my time I have been accused of every crime in the calendar, except bigamy), the misconstruction of the motives of your actions, the attention you have to give to trivial matters, the impossible requests that are pressed on you by some of your constituents, I disliked and found burdensome.

In spite of the set-back due to the flood of April, 1904, a buoyant feeling was amongst the citizens of our town. All were imbued with an optimism that Saskatoon was destined to become an important centre. Newcomers in business were welcomed and encouraged; everyone pulled together to develop and boom the town; there were no petty jealousies of one another. In fact there had already come to life what has been rightly named "the Saskatoon spirit."

It was a great event when Saskatoon's first fire engine was tested. It was a gasoline engine and did good work. It is still on hand and is used occasionally to pump out basements, etc. For fire protection, several reservoirs were sunk in the ground down to the water which underlay a great part of the town. One was placed at the Nineteenth Street foot of Second Avenue, one at the corner of Twentieth Street and First Avenue, and one at the corner of Twenty-first Street and Second Avenue. This

supply of water was drawn upon several times, and was instrumental in preventing the spreading of several fires which occurred.

This summer, 1904, saw great activity in the freighting of material from Saskatoon to the Elbow of the North Saskatchewan River, to build the Canadian Northern bridge at that point. All the piles, timbers, cement, plant, and even coal for the engines were unloaded off cars at Saskatoon and taken in wagons to the bridge site. This gave employment to numerous teams. Many of the new settlers earned good money.

The piles and timbers for the C.N.R. bridge at Clark's Crossing were also unloaded at Saskatoon and floated down to the bridge site.

The contract for the piers of the traffic bridge was let and work began in August, John Gunn and Sons being the contractors.

A vast improvement in train service was inaugurated in October. A straight passenger train was started, previously the train was a mixed one carrying freight as well as passengers, resulting in slow and irregular service.

At the elections for Town Council held in December, 1904, the candidates for Mayor being M. Isbister, Robert McIntosh, and Thomas Copland, the voting resulted in 64, 47, 45, Isbister being elected.

To use as a nuisance ground the Town Council purchased 94 acres fronting the river to the south of the town, paying twenty dollars an acre for it. This ground was not used for the purpose for which it was bought, but was cleaned up and now is a valuable park under the Parks Board, and is within the city limits.

There was a general desire expressed at a meeting of the citizens of Saskatoon that some measure should be taken to obtain an outlet for the subsurface water, which underlay a portion of the town. In the construction of permanent buildings it was found impossible to have satisfactory basements on account of this water. It was decided to put a "cellar" drain from the corner of Twentieth Street and Second Avenue down the avenue to Nineteenth Street, then on to the river. For some reason, possibly financial, this was not carried out till the water and sewer pipes were laid. On this route there are now three pipes, drain, water pipe and sewer.

In 1905, during the passage of the bills to create the provinces of Alberta and Saskatchewan, Premier Haultain, of the North West Territories, had stood four-square for all the provincial rights—natural resources and control of education—for the new provinces. So had Walter Scott, but the large subsidy given in lieu of the public lands was accepted by him, and he supported the bills. Haultain was passed over, and Scott became the Premier. Haultain now led the Opposition, or the Provincial Rights party, as it was called.

The election for the Provincial Legislature was about to take place. A convention was called for the 3rd October of the Provincial Rights party, which I supported. Being president of the association, I acted as chairman of the convention. The names submitted to the convention were: F. R. Oliver, Dr. Munroe, Dr. Willoughby, J. R. Wilson, Jos. Caswell and W. A. H. A'Court. Some who were nominated withdrew their names before the ballot. After several ballots had been taken Dr. Munroe received a clear majority. One of the aspirants, Dr. Willoughby, was grievously disappointed. Accusations of unfair combinations and defective representation at the convention were freely indulged in, and I was particularly blamed for his defeat. As far as I was concerned I was absolutely innocent of any effort to cause his defeat. I knew of no combination, and I was particularly careful to avoid using any influence on the delegates in favor of any one candidate. Many of them had approached me seeking advice, but I refrained from indicating any preference. The Phoenix, some time previously had been sold by Norman, whose health had given way, to a company in which Dr Willoughby held controlling interest. The night of the convention, after Dr. Munroe had been chosen as a candidate, the Phoenix was sold to Mr. J. A. Aiken, a supporter of the Liberal cause, and our party was left without a local paper to advocate our views. W. C.

Sutherland was the Liberal candidate, and he was elected by a substantial majority.

There had been considerable criticism of the Town Council during 1904. Much of it was unwarranted, as is usually the case. The unbounded optimism and enthusiasm of the people expected more of the Council than they could undertake, with the slender means at their disposal, hence the desire for a more vigorous administration. The Phoenix, our only local paper, was strongly advocating M. Isbister for re-election as Mayor. A section of the voters resented the proposition, and urged me strongly to accept the nomination. I was indifferent. I had no particular fault to find with what had been done by the Council with the means at their command. I recognized that under new conditions, when incorporation into a city had been accomplished, giving greater powers of borrowing, that more public improvements could be undertaken. Finally, I agreed to allow my name to be used, but I refused to take any means favoring my candidature, either by personal canvas or by public meetings. Nominations were made on the 4th December, election on the 11th. On Isbister's paper were: D. T. Smith, J. F. Cairns, B. Chubb and W. A. Coulthard; on mine were: J. D. Ferguson and F. A. Blain. The contest was keen, no politics being introduced fortunately. The result gave Isbister 85 against 111 for me. Indication of the interest taken can be judged from the fact that every available vote but mine was polled, and those voters who were absent from town. Even the lady voters came to mark their ballots. Isbister and I were in the polling station and we were amused as each lady passed out after handing in her ballot, a smile was thrown in the direction of one or the other, giving us a slight indication of how she had voted. The Phoenix, which had strongly advocated re-election of Isbister, writing of the election, said: "From the hour of nomination the contest was keen, and excited general interest to a greater extent than the contest for a provincial representative. Both candidates got the support of many friends on the opposite side of politics, so that the result is without political significance. It was believed by many that Mr. Clinkskill was a strong and popular candidate. He had a clean record behind him after years in public life. Not one instance was ever quoted of his having done anything improper. His career in business was marked with success which stood him well in the absence of municipal experience in Saskatoon. He therefore enters upon his work as Mayor under most favorable circumstances. Saskatoon has an exceptionally bright future before it. It is for him to prove himself equal to the occasion." Very fair words for an opposing paper, but its attitude changed in time when it feared I might become a factor in the political field. It might have saved itself the vituperations that were poured forth from time to time, as my ambition in that direction was a negligible quantity. The Aldermen elected were: J. R. Wilson, W. J. Bell, S. A. Clark, P. H. Currie, Harry Baker, and W. C. Sutherland (who resigned after being elected M.L.A., and Thomas Copland took his place). At one of the early meetings Dunning was appointed Constable, Inspector, License Inspector and Engineer of the Fire Engine; Dr. W. J. MacKay was appointed Medical Health Officer. We immediately started working on the proposed charter for the city. I took the Edmonton charter as a basis, and with a committee of three had the draft prepared and passed by the Council in the month of March. The Solicitor, D. T. Smith, was unable to have it typewritten, so the draft copy for presentation to the Legislature was written out in long hand. The Legislature passed the charter without any important amendments, and on the first day of July 1906, Saskatoon became a city.

The Council and the people did their part in the development of the city. They were impressed with a desire to establish the public utilities and to own them themselves. We had several offers to instal electric power plants, but all were rejected. The Council engaged Willis Chipman, of Toronto, to prepare plans for a system of sewerage, water works and electric power plant, and in April contracts were let for about one hundred and eighty thousand dollars, to carry out the same. What a change in a few months. The former Council hesitated about spending six thousand dollars for drainage, and now we commit the corporation for this seem-

ingly huge sum; it was getting action on with a vengeance. The lowest bid on the contract for laying sewer and water pipe was so far below the next lowest bid that the Council hesitated about awarding it. (It was less than half the next bidder.) However, the Council decided to award it to the lowest bidder, but was taught by experience the folly of such a course, and of leaving out of consideration qualification and financial standing of the party bidding. After a time the contract was taken out of their hands and the city proceeded with the work by day labour.

The unbounded optimism of the plans of the citizens for their city was largely due to the railway developments of the years immediately preceding.

In 1904 the Grand Trunk Pacific line was being located. It was being run to cross the South Saskatchewan near Hanley, some forty miles to the south of Saskatoon. A mass meeting of the citizens was held, and M. Isbister and James Leslie were appointed delegates to Ottawa to have the line deflected so as to run through Saskatoon. Their mission was successful, though definite news of their success did not come till August, 1905. The jubilation at their success is voiced in the Phoenix of 18th of August, 1905, as follows:—"The citizens of our town are naturally very jubilant over the authentic news from Ottawa that the main line of the Grand Trunk Pacific is to pass through Saskatoon. Immediately on receipt of the news on Monday last a meeting of the Board of Trade was held, and a delegation consisting of J. A. Lamont, M.P., Thomas Copland, and F. R. Oliver was appointed to go to Montreal and Ottawa to make arrangements concerning the crossing and other matters in connection with the station. This was done at the request of Mr. Morse, of the Grand Trunk Pacific Company. It is intimated that they may come on the present bridge and that a traffic bridge will be added. Saskatoon is to be the chief divisional point between Winnipeg and Edmonton, and large shops are to be erected here and many men employed. As a divisional point for both the Canadian Pacific Railway and the Grand Trunk Pacific the citizens of Saskatoon have attained their highest ambition—that of being the most important town in Saskatchewan. The prominence will naturally lead to its selection as the Capital of the Province."

Of the question of the Capital we shall speak later. As to the Grand Trunk Pacific, subsequently great activity was evidenced. Many officials were coming and going. The general manager, Morse, stated on one of his visits, that "no question of money" would influence them in considering the location of the station. But it did. I was told by an official some time afterwards that a right of way and land for the station about Twentieth Street West was offered for one hundred thousand dollars, but the offer was scouted as a hold up. There was a good skit in the Phoenix about the location that shows the excitement prevailing on this subject. "(Wireless Special)—Grand Trunk will build in Nutana. (Later)—No, it won't. (Still later)—It will build in Riversdale. (Latest)—No truth in last report." In the end they built a station on the east side and three miles south near the Exhibition Grounds and called it "Earl." (Ultimately they had to come in—first over the Canadian Pacific track, but finally, as the Canadian National Railway, over the line of the former Canadian Northern.)

The story of the Canadian Northern is much of the same kind. In June, 1906, the main line was completed as far as North Battleford. It ran by fourteen miles north of us, through what is now Warman, but was then called "The Diamond." "The Diamond" was formed by the crossing of the Regina, Long Lake and Prince Albert line, which was at this time leased by the Canadian Pacific. Connections were of the worst. The Canadian Northern train was scheduled to pass "The Diamond" early in the morning. The Canadian Pacific paid no attention to this schedule. We were thereby put to the great inconvenience of driving at an unearthly hour of the morning to catch the Canadian Northern for Battleford, or taking the Canadian Pacific to "The Diamond" the night before and staying at the only "Hotel" of the place, which, by the way, was conducted by my old friend Marcotte. The fact that the trains going north, south, east and west made no connections whatever with one another meant a large crowd



waiting to catch their trains. This and the bustle attendant on the travel going in on the new line gave the people of the village exaggerated ideas of its position and its future at the junction of the two railways. Two more large hotels were built, and stores and lunch counters galore were started. Town lots were surveyed for a mile out, and many of them sold at high prices. A map was prepared and displayed prominently showing "The Diamond" as a great centre with Saskatoon an insignificant point fourteen miles away. Alas, their aspirations were blasted when, some two years after, the Canadian Northern bought the Prince Albert road and ran trains to suit the schedule of their main line. Passengers ceased to stop over and the would-be metropolis became a "deserted village." It even lost the name of "The Diamond" and became Warman, after a journalist, C. T. Warman, closely identified with the Canadian Northern Railway.

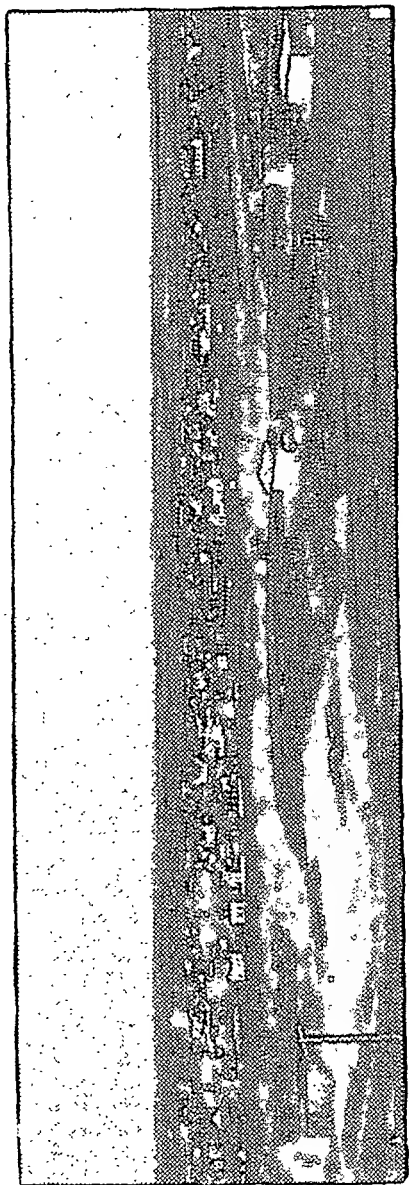
The Canadian Pacific Railway now made haste to recover the ground lost by the transfer of the Regina-Saskatoon-Prince Albert line to the Canadian Northern. In April, 1906, it purchased right of way from their bridge across the Saskatchewan to the north of the town to the site of the present station, and made known their plans for their line (1).

The success of the city in bringing three railways to it and the certainty that the facilities for distribution of people and goods over the north would make Saskatoon the chief city of the Province, led its citizens to make a strong bid for the Capital.

Following the formation of the two Western Provinces, Saskatchewan and Alberta, the location of the capital for the former became a live question. The citizens of Saskatoon put the claims of their town to the front, urging its many advantages. Those among us having influence used our strongest endeavours to that end. A convention of Boards of Trade, held in Regina in July, 1905, offered us our first opportunity. The Saskatoon delegates invited the whole convention to visit Saskatoon. A special train was chartered by our citizens and forty-eight delegates accepted the invitation. A banquet was tendered the visitors and largely attended. Everything went off swimmingly. The only discordant note was struck by a Regina man, who, under the influence of John Barleycorn, made disparaging remarks about Saskatoon as compared with Regina.

Regina had been named in the Saskatchewan Act as Provincial Capital for the time being, and the first Legislative Assembly of the Province met in that city on March 29th, 1906. With the view of inducing the Legislature to consider locating the capital in this part of the Province the city of Prince Albert joined with us in chartering a special train to convey its members from Regina to Saskatoon and Prince Albert. This was taken advantage of by them and there followed banquet upon banquet, accompanied by abundant oratory and everything else likely to win them to one or other of the two cities. On May 23rd the matter came to the issue in the House. On the eve of the decision we compared notes and seemed to think we had a majority of members pledged to support the claim of Saskatoon. I was in Regina along with a number of others to be present when the vote would be taken. The evening before, I went to bed confidently advised that the victory was ours. The next morning it was rumoured that at a caucus held late at night the Government had made it a matter of Government policy and that its whole following must vote for Regina. What happened at the caucus I never ascertained further than that such a decision was arrived at by the Government. I went to the House to see it out. The motion that Saskatoon be selected was seconded by the member for Rosthern only in order to bring the matter before the House, and only the votes of the mover and seconder were recorded for Saskatoon. I looked around at the members whom I knew as having pledged their votes for us and thought of the slight regard for their solemn promises men in politics show. Back home we came, disappointed but not discouraged. We knew

(1) The Council negotiated with the Company for a strengthening of the railway bridge to enable the city, when it might be considered advisable, to construct a traffic attachment alongside of the railway, and agreed to pay a sum of twenty-five thousand dollars for the privilege.



SASKATOON, 1906, TAKEN FROM THE TOP OF VICTORIA SCHOOL

another important question had to be settled—the location of the University of Saskatchewan. We immediately braced ourselves for this fight, and, as will be related in due time, success crowned our efforts.

The inauguration of the city was to take place on the first of July, 1906. The Town Council was to cease at that date. Nominations for Mayor and Council were set for twenty-first June, when I was elected Mayor and eight Aldermen with me, all by acclamation. Only two of the old Council consented to nomination. The city had by by-law been divided into four wards, the aldermen elected being for—

Ward One—R. B. Irvine and Jas. H. Thomson.

Ward Two—John Ashworth and Wm. Hopkins.

Ward Three—W. H. Coy and F. A. Blain.

Ward Four—W. J. Bell and Thos. Copland.

A great celebration was held on the first of July when the advance from Town to City status took place.

A census had just been taken and the population of Saskatoon was given as four thousand five hundred. It had been indifferently taken, and we considered the number was understated.

A writer for the Toronto Globe visited Saskatoon at this time, and on his return writes of our city as follows: "One's credulity is always being taxed to the uttermost regarding the reported triumphs and achievements of the West in these thriving days, but really more when one stands in the streets of the thriving town of Saskatoon and was told that it was practically naked prairie four years ago. The town is moving with a swiftness that is phenomenal even for the West. Old towns like Portage La Prairie and Prince Albert have waited a generation before installing a system of waterworks and sewerage. In this Saskatoon is abreast of these and all the other numerous towns of the West that are this summer introducing these prime factors in health and comfort. At such a rate of speed we dare not make any prediction as to what Saskatoon will not have done by a generation from now."

In truth, the citizens, in a spirit of uncontrollable optimism, and relying upon the fact that money was free and the Union Bank had almost pushed a loan of \$200,000 into their hands, had sketched a very liberal scheme of public utilities—water and sewer system as well as an electric lighting plant. We started with plans which were estimated at something short of \$200,000.

In laying out our plans for the Power House it was decided to instal three hundred horse-power for the Electric Plant, and to construct steam power for our pumping, making the Power House large enough to double that capacity when necessary. We were aiming at making provision for a population of fifteen thousand, which was considered ample for many years to come.

A movement was started to build a Hospital, a public meeting was held and a committee appointed to canvass for subscriptions. In a short time nine thousand dollars was subscribed. It was suggested that the city should aid by adding dollar for dollar to what was raised by public subscription. At a Council meeting one evening I suggested to Dr. Munroe that if he made a motion that the city build an Hospital as a Municipal enterprise that I would support and advocate the proposition. On the 19th September Dr. Munroe's by-law was passed by the Council, and it was submitted to the people and passed, only seventeen votes being polled against the by-law.

It was decided by the Council to procure a report regarding the possibility of developing power from the Saskatchewan River, and Mr. Mitchell, Consulting Engineer, of Toronto, was asked to prepare a report on the proposed scheme. This report was not received till July of 1907. In it he declared power could be obtained for 4,300 horse power at a cost of \$697,000.00, and that it could be sold by the city at from \$25.00 to \$35.00 per horsepower. This report caused considerable comment amongst the citizens. It was recognized that one of the chief factors in attracting industries was cheap power, and in order to achieve this object the Council

were urged to proceed with the undertaking. The project, however, hung fire, the money stringency being one of the main reasons for this. At the next Session of the Dominion Parliament a syndicate of the citizens procured a charter for the scheme. In framing the charter the Council succeeded in having the city's interest safeguarded in the event of it being considered advisable for the city to undertake the proposition.

In December the Civic Elections resulted in the election of Jas. R. Wilson as Mayor, he being opposed by John Ashworth. The Aldermen for 1907 being: Ward One—G. H. Clare and Dr. Willoughby; Ward Two—E. Jordan and W. Hopkins; Ward Three—J. C. Drinkle and Robert McIntosh; Ward Four—W. J. Bell and Dr. Munroe. At this election a vote was taken and defeated regarding granting exemptions to Hill and Sons and Hoge and Thomson.

If it was a time of expansion for the city, it was no less so for the great corporations and for individual citizens.

As we have said, the C.N.R. purchased the Long Lake and Regina Railroad. On the 11th December they gave the C.P.R. notice to vacate the road by the 15th. There was a great hustle getting all their material and rolling stock gathered together and shipped out. At midnight of the 15th the whistles of the C.P.R. locomotives sounded goodbye to Saskatoon for a time. It was just one year to a day till the first C.P.R. train came in on its own line.

The Canadian Northern, in July, 1907, made known their intention of building a line through the Goose Lake country to Calgary, to enlarge the round house and shops, and to build a new passenger depot opposite Twenty-first Street. This last move suited me well, as it enhanced the value of my store property, as we shall see.

This was very fine, but meanwhile the service given by the Canadian Northern was a heart-sore to us. They had not adequate rolling stock to properly operate the road they had purchased.

The Canadian Northern Railroad was at that time our only road to get in freight or passengers, and for months the service was most deplorable. The winter was very severe. The scarcity of fuel was most acute, and caused great suffering. To try and operate the road, old superannuated locomotives had been bought and pressed into service. These old played-out engines, fifty per cent. capacity at their best, could pull but a very small load, and the severe weather making it difficult to keep up pressure of steam. They had the habit of dying when only a few miles out. I have known of a train being stalled thirty miles out, and three different engines being sent out to bring it in. When it did arrive the greater part of the train was dead engines. The engine drivers carried sacks of flour in the cab to use when the tubes would start leaking. Great suffering was experienced in the country on the farms distant from wood. In the city the stores were hard pushed to keep their business places heated. Stocks of provisions fluctuated, sometimes running perilously low. My first visit in the mornings was to the freight yards to find out if any coal had arrived, and I would get but a few hundred pounds at a time. At one time at the store we were compelled to burn lumber to get up steam to keep the building warm enough to prevent perishable goods from freezing. To add to the troubles of the railroad men, there were heavy snowstorms followed by strong winds that filled up the cuts on the line. Taken altogether the winter of 1906-7 was a very trying winter.

During this year the Post Office and Court House were begun, both on Twenty-first Street. The Post Office foundations were completed before winter set in, and in the fall of 1908 the building itself was finished.

On the 7th April, 1906, appeared the first issue of the Daily Phoenix as a morning paper, and on the 12th of May the first issue of the Saskatoon Daily Capital, a Conservative paper, was published as an evening paper.

All these enterprises enhanced the value of land, and lots began to sell freely.

The remaining three-quarters of the School Section was sold about this date, being put up to auction in forty acre lots. These lots were all sold at from two hundred and fifty to six hundred dollars an acre. There was an

odd portion on the north-west corner, consisting of fifteen acres, on which I was instructed by Council to bid up to two hundred dollars an acre, to be used for a park, but it went over this figure, so we did not get it.

In January, 1906, the National Trust Company bought the corner of Second Avenue and Twentieth Street for \$9,300.00, being high water mark for property in that locality. In February, J. F. Cairns sold his store building at the corner of Second Avenue and Twenty-first Street, and immediately started building on the balance of his lot.

The Bank of Commerce was the purchaser. The Bank of Montreal and the Northern Bank opened branches about this time, giving us five chartered banks in Saskatoon.

For myself, as early as September, 1903, I had bought from John Braithwaite four lots on the corner of First Avenue and Twenty-first Street for \$2,000. It was thought at the time to be a very high price. In September, 1904, I had an architect in Winnipeg prepare plans for a large store on this corner. I intended to build in the spring. Shortly after I heard a rumor that the Government was looking for a site for their Post Office. They had purchased a site from J. F. Cairns adjoining his store on the corner of Second Avenue and Twenty-first Street, but it was condemned as being too small for the purpose. I made an offer of part of my property, above mentioned, on the corner of First Avenue and Twenty-first Street. It was accepted, and here was built the Post Office of which I have spoken above. I retained fifty feet on Twenty-first Street for my own use. I had got \$9,000 for the corner site, and still had fifty feet frontage and one hundred feet in depth left for my store.

In January of the present year (1906) I had purchased the building in which I was conducting my store business from James Leslie for four thousand dollars, and in July I sold it to D. Kennedy for eight thousand dollars, with the privilege of occupying it till my new building on Twenty-first Street was completed. I was ridiculed at building so far out and on a cross street, but I figured it out that when the Post Office would be built on the corner adjoining me that it would be all right. Then the C.N.R. put their station beside me. Today the Real Estate men put their finger on that spot and call it the centre of the city.

We moved into the new store on Twenty-first Street in January, 1907. At this date we were quite isolated. There were no buildings except our own on the street between First and Second Avenue. Many people doubted the wisdom of that location, but it came out all right. About this time Oliver and Kempthorne's store on Second Avenue was burned down. This was the biggest fire up to that time, \$54,000.00 being the damage. Our gasoline engine and the tanks of water prevented the fire from spreading.

I cannot refrain from making a few more personal references.

The Governor-General, Earl Grey, visited Saskatoon on the 29th August, 1906. Great preparations were made for his entertainment, but owing to an accident which befell him in Winnipeg, in which his eye had been injured by the bursting of an electric light bulb, the programme could not be carried out. We presented him with an address at the station, and he made his reply and received a few in his car. The Countess went for a drive in an automobile around the city. I got Hartley Chubb, who owned one of the few cars in Saskatoon at that time, to drive us. When we returned and left Lady Grey at the station, he started his car away from the station, but when he had gone but a few yards it came to a halt. His supply of gasoline had run out. I wondered what a pickle we would have been in if this had occurred when we were out a few miles and Lady Grey and my wife had been compelled to walk back to the station. The school children were assembled at the station and sang patriotic songs; they had mottos on banners: "We grow every day," "Coming men and women," and made a good appearance. At the corner of Twentieth Street and First Avenue an immense arch was erected, covered with wheat sheaves; it was very effective.

A much respected citizen, Mr. Thomas Copland, died on the 20th July, 1906. He was called "the father of Saskatoon," having come to the district

as far back as 1883 and to him were we indebted for the fine wide streets in the City. When the surveyors were laying out the town site he insisted on these being laid out in the generous dimensions that we now enjoy. His passing away just as the fruition of his hopes for a great city were being matured was particularly saddening. Long will his memory be kept green in the hearts of the old-timers of the place. Saskatoon has been built upon the loyal services of men of Mr. Copland's stamp—and next to this upon the corporate spirit which made men come to one another's help for the City's sake.

For example, a fire destroyed the building occupied by the Capital newspaper on the 8th of January, 1907. The following day a public subscription was taken up, contributors being of both political parties and a handsome sum was presented to the publishers to enable them to start afresh. This is one instance among many of the wholehearted standing together of the Saskatoon citizens. Another incident of the same kind occurred about six months after. A large warehouse belonging to Cairns was burnt out. The Bank he was dealing with called the loan he had from them the following day. On hearing of this a number of citizens offered him a loan to tide him over the crisis.

It was very fortunate that we went forward to the depression of 1907 with one of our most loyal and most far-seeing citizens in the Mayor's chair. By some happy instinct the citizens had chosen James R. Wilson in December 1906 for their man at the wheel. The depression was general over the continent and affected the banks and even the firm from which we had bought the machinery for our electric plant, so that they in sheer self-defence pressed the city to meet its obligations. We all felt the hard times. Money was scarce and business was slow. No one however was discouraged and we all looked forward to a speedy recovery. Meanwhile the City was up against it for money. The Debentures for the new works had not been sold and the Bank refused further advances. Great difficulty was found in even paying officials' salaries. Mayor Wilson pledged his own private funds to the extent of \$40,000.00 to help out the City. Before relief had come by selling the bonds the firm which had supplied some electrical machinery threatened to seize the plant. The Mayor went around and got sufficient from a few citizens to pay off this account. Another instance of the Saskatoon spirit.

On the 9th of September I started on a trip to Scotland accompanied by my wife and son. At first in contemplating this trip it was intended that my son only would go with me. Late in the evening before our departure we persuaded my wife to go also, and in the morning she packed up and was ready to go with us! We returned home again in December just before Christmas. Whilst I was in Glasgow I endeavored to sell the Saskatoon Debentures. I found that this class of bonds was not popular. The repayments were in annual installments. They were what are called annuity bonds. I found that bonds which ran for a long term providing interest semi-annually and a sinking fund to pay them off at maturity were most in demand. I finally made a contract with a firm to buy them at 90, but this firm failed to carry out the agreement. It was a great disappointment to me as I had spent a great deal of time negotiating with different parties and practically spoiled the pleasure of my trip.

At the civic election James R. Wilson was re-elected Mayor by acclamation.

The Council was fortunately able in April to sell \$480,000.00 of five per cent Bonds at 92½, providing they were changed from the Annuity form to those more suitable to the British investors. This was done and the deal consummated.

The bylaws voted on this year were for Public Works \$130,00.00; Hospital (additional) \$25,000.00; Fire Equipment (including the Jas. R. Wilson Steam Fire Engine) \$25,000.00 and \$20,000.00 to pay Canadian Pacific Railway for strengthening bridge to admit of traffic attachment. The Assessment had risen to \$7,180,307.00.

Heavy rains in the southern part of Alberta caused a great rise in the river, it rose to within four inches of the record height. In June, 1908,

some men from Medicine Hat attempted to take a steamer, called after their town, down to Grand Rapids. They got as far as Saskatoon, passed under the railway bridge safely, when something went wrong with the steering gear. The vessel became unmanageable and dashed against the traffic bridge which carried away the upper works, and the water swung the boat around on one of the concrete piers. We viewed the accident from our home windows. The excitement was intense as we could see the men on board climbing on to the bridge. The engineer, who lingered to let off the steam fearing an explosion, jumped into the water and landed safely a short distance down stream. A barge containing coal was lodged alongside the steamer; this was cut loose to lighten the strain as they tried to pull the steamer off the pier. As the barge was released the steamer gradually keeled over and sank where it was a total wreck. The owners lost the vessel and cargo, the only salvage being the machinery and some of the upper timbers.

In February, 1908, I decided to sell out my Battleford business. The running of two large businesses proved too great a strain on my resources, so I sold off the stock there and the next year closed up the departmental store in Saskatoon, divided the premises into stores and offices above, retaining one store for a clothing and shoe business. I determined to take life more easy after the strenuous years I had spent in business.

We now come to the University, which has done so much for our city and for the Province. In Territorial days we had been led by Premier Haultain to fore-shadow the founding of our own University: Premier Walter Scott, with a fine vision of the future of the Province, made the idea substantial in the form of our present institution. The University Act was passed on the 3rd of April, 1907. It provided for nine Governors to carry on the business of the Institution, three being appointed by the Government and five elected by the Senate. The other member, the President, to be appointed by the Governors. Our people immediately began to lay their plans to have the University located at Saskatoon.

Premier Scott in an address stated that the location of the University would be decided by the Board of Governors, thus taking the matter entirely out of the political arena. This statement raised our hopes, as the question would be decided on its merits and not on political policy. The Governors were not appointed till early in 1908.

The Governors elected by the Senate and appointed by the Government were: Angus, Thompson, Dixon, Hitchcock, Jas. Mackay, MacDonald, A. P. McNab and myself. The Board met at Regina and elected Angus of Regina chairman. Three of the members went east to enquire as to a President for the University. After their return at a meeting held on the 20th of August, 1908, Dr. W. C. Murray, of Dalhousie University, was appointed to the position.

The first step taken by the Governors was to decide the basis on which the University was to be organized. In order to get all information possible from the experience of similar institutions, a delegation was sent East to the United States. From a report made by this delegation the Governors decided to recommend to the Government that the University should embrace in its operation an Agricultural College, thus recognizing that the industry of the Province of Saskatchewan was essentially of an agricultural nature. Emphasis was laid on this aspect of the question.

Reports from some of the institutions recommended that the location of the University should be adjacent to the political capital, which opinion did not quite fit in with the ideas of some of the Governors, particularly those from the North.

After having decided on the scope and aims of the institution the next business taken up was the location. The Board was invited to visit the several cities and towns aspiring to the location of the University in their locality. Moose Jaw, Prince Albert, Battleford, Qu'Appelle, Regina and Saskatoon were all visited and the advantages of each were laid before the members of the Board. On the fifth of April the board met at Regina. Amongst other business to be transacted was the deciding of the location. I may mention that A. P. McNab having been taken into the Government

resigned his seat at the board and W. J. Bell was appointed in his stead (1). On the 7th of April, 1909, we were shown around Regina and the site was pointed out to us, which it was proposed to present to the University. It transpired afterwards that the larger portion of the land shown to us belonged to the Government, although the Regina people led us to believe it was proposed to be donated by them. Battleford offered a site of one thousand acres free and Mr. Cahill of Saskatoon offered us a choice of one thousand acres out of a large tract of land as a donation.

When the order of business at our meeting reached the question of location, we became conscious of a heightened tension. Each member voiced his opinion and set out the advantages of the location he favored. Before going to this meeting Bell and I had a meeting at Saskatoon with several prominent citizens and we were empowered by them in writing to guarantee that a site suitable and satisfactory to the board would be procured at a cost not exceeding one hundred dollars an acre and of at least one thousand acres extent adjacent to the City. This was used by Bell and myself as a trump card. When the balloting commenced the tension was very great. We first cast a ballot for the different places. Then in succeeding ballots the lowest was discarded till the issue stood between Regina and Saskatoon. When this ballot was being taken the silence in the room could almost be felt. After the decision we mutually agreed that the actual figures should not be made public. It was enough for me that Saskatoon was the choice. If the figures had been divulged, there would have been on the part of the public all sorts of surmises as to how this member and that member had voted.

The reaction after the intense excitement left Mr. Bell and myself exhausted. I felt like a wet rag. We made our way to the telegraph office and the news was flashed to Saskatoon. At the hotel we were surprised to find no one about. It was evident that the people of Regina were so confident of that location being chosen that no interest was evidenced on their part. We hunted round to find Mr. McNab who was keen to know the result and then went to bed. Next morning we took the train for home. When the train reached Dunburn a special car from Saskatoon was hitched on to our train. It was filled with a joyous crowd of our fellow citizens, whose rapture at our success was unbounded. On our arrival at Saskatoon everyone and his wife and all the kiddies were at the station to welcome us. The steam whistles were blowing and bells ringing; the cheering continued till throats were sore. I managed to slip away in the crowd and went down to my home. Soon a happy procession appeared headed by a band. The centre of interest was a buggy drawn by ropes in which the Mayor, McNab, and Bell proudly sat. I was hustled into the rig and the jubilant procession proceeded up town. At the corner of Second Avenue and Twenty-first street a halt was made and speeches demanded. We were told that when the news reached Saskatoon the night before at about 11.30 it soon spread. Whistles were sounded and at first alarmed the whole town. People got up out of bed to know the reason and finding out crowded into the streets. The rejoicing was kept up for a couple of days and wound up with a torchlight procession.

The board met at Saskatoon on the 22nd of April and selected the site, on the east side of the river, just opposite the public park. With a frontage on the river of half a mile we obtained eleven hundred and seventy six acres at a cost of slightly under one hundred dollars an acre. We afterwards purchased another quarter section at a cost of eighteen thousand dollars. This gave us an area of thirteen hundred and thirty six acres in all. After investigation we appointed as our architects Brown and Vallance of Montreal on the 25th of June, and instructed them to prepare plans for five buildings including the power house from which we intended to furnish steam for heating all our buildings conveying the steam pipes and electric

(1) At the Elections for the Local Legislature, A. P. McNab was returned for the city, defeating Jas. R. Wilson by seventy-six votes. In December A. P. McNab, having taken cabinet position in the local House, was re-elected by acclamation for Saskatoon City.



wires in a concrete tunnel underground. The buildings were an academic or teaching building (The College of Agriculture) residence for one hundred and twenty-five students (Saskatchewan Hall), stock pavilion, engineering building and the power house.

The Board of Governors of the University having launched the Institution on its career decided in order to expedite business and to lessen the necessity of calling the full Board together, to appoint an Executive resident or nearby resident to Saskatoon to which was delegated power to carry on the day to day business, the full Board meeting occasionally to confirm appointments, pass estimates, etc., and decide on questions of policy, etc. Consequently Mr. Bell, the president and myself, with the two members from Prince Albert to be called on when necessary were appointed this executive and I was elected chairman of the Board in place of M. Angus of Regina who had resigned. There was no hampering of the Governors with religious entanglements. We were willing and anxious that theological colleges should be founded, to be affiliated with the University and we were prepared to allocate sites for their buildings. The only condition laid down is that the style of architecture shall be the same as adopted by the University. Then it is entirely free from political influence, although a Provincial Institution and supported from Provincial revenues. The choice of Dr. Murray as President was a very fortunate one, he is a man of the highest character, a sound scholar, a great organizer and a most indefatigable worker.

This brings me to civic events of the year 1909.

At the Civic Election in December of 1908 W. Hopkins defeated Dr. Willoughby in a contest for the Mayoralty.

The feature of Mayor Hopkins' first mayoralty that stands out in my mind is the opening of the new Exhibition Grounds in August. A site had been purchased by the Council, consisting of eighty acres. Another eighty acres were purchased later making a total of a quarter section of land, a very valuable asset to the City.

The Assessment Roll for the City in 1909 amounted to \$8,176,767.00 and the estimates for expenditures \$164,142.61, rate of taxation being twenty mills including school rate. The building permits for this year came to \$1,002,905.00. All this in spite of depression.

The outstanding personal feature was the death of James Flanagan in January. He had been running the Western Hotel but in 1907 he sold it for \$125,000 and built a new hotel on the corner of Third Avenue and Twenty-first street.

Flanagan came to Saskatoon when it was a very small place and helped largely in its development. He was very popular and was a great booster of Real Estate prices believing strongly in the future of Second Avenue as a retail business street. Shortly after his arrival, he asked me to purchase some home-cured ham he had brought with him from Oak Lake where he formerly kept a hotel. It was peculiar looking stuff being cut in small pieces and covered with dark spots as if it had been rolled in the dust, I took chances on it giving him the price he asked. This trifling incident seemed to have pleased him so much that afterwards when furnishing the Western Hotel and the Flanagan, he gave me extensive orders for dry goods, cutlery, etc. These ventures strained his resources and he was a long time paying for his purchases. He was very touchy about debt, so I gave instructions that my accountant was not to dun him. Every few weeks I would drop casually into the Hotel, when I happened to encounter him he would write out a check, thrusting it into my hand, ordering me in a good-humored way out of the house.

Flanagan's peculiarities were the subject of endless stories. For instance, when keeping a hotel at Oak Lake, the train passed through in the early hours of the morning. One evening a commercial traveller left a call for the train. When Flanagan called him he answered that he had changed his mind and was not going on that train. Flanagan said "Change nothing, I have stayed up all night to call you and now you are going," and the traveller just had to go. He said he made a rule never to take a drink

alone, in event of no one being around he would after pouring out a second portion drink both to his own reflection in the mirror!

In the Civic elections held on 13th Decemeber, 1909, W. Hopkins was re-elected mayor defeating J. A. Alexander by 101 votes.

The year closed with prospects brightening. The money stringency was beginning slowly to pass away. There was a good wheat crop averaging twenty-one bushels per acre for the Province and the price was fairly good. The new year of 1910 opened with everyone feeling hopeful.

The City Council outlined expenditure improvements aggregating two hundred thousand dollars and in April the University Board of Governors let the contract for buildings costing about six hundred thousand dollars. The outlook for employment of labor was bright as many private buildings were projected in addition to city and University works. On the 4th of May, the first sod of the University work was turned without any ceremony, by Chancellor Wetmore.

The Premier, Sir Wilfred Laurier, visited Saskatoon and was given a civic reception. The City was decorated, arches being erected at different points. It was certainly a whole hearted welcome to the distinguished statesman. The effort cost the City a matter of six thousand dollars. Sir Wilfred also laid the corner stone at the University and Saint Paul's church. During the ceremony at the University a spectacular view was obtained of a fire on the West Side. The tanks and warehouses of the Winnipeg Oil Company were destroyed.

Delegates from the City Council to the Convention of Union of Municipalities took part in the discussion regarding the commission form of City Government and were so impressed with the idea that a bylaw was drawn up and passed providing for a system of that kind for the City of Saskatoon, to come into force in 1911. It provided for three Commissioners, one the Mayor elected by the ratepayers, the other two to be appointed by the Council. Before the 1910 Council went out of office Chas. Curtiss and W. B. Neil were appointed Commissioners.

That Saskatoon was becoming noted as a distributing centre was well evidenced by the number of large warehouses being erected by wholesale firms during this year. Implement houses, grocery and hardware firms had erected, or were constructing, large and substantial premises. The total building permits issued were of a value of \$2,646,496.00. The City was on the eve of the greatest expansion in its history. Real estate was advancing in price and showed great activity.

When the Civic elections were held in December I was induced to become a candidate for Mayor, and was elected by ninety three of a majority, my opponent being Mr. Robert McIntosh. Under the bylaw passed by the Council of 1910 the Mayor was ex-officio one of the Commissioners. I recognized that there was a demand on the part of the citizens for a more active policy in the matter of developments of public improvements and utilities, and the Council elected were imbued with the same desire. My anticipations as to the responsibility of the Commissioners acting as managers of the Civic business was shortlived. Some of the Aldermen who were opposed to the Commission form of Government succeeded in having the bylaw amended by striking out the provision of a two-thirds majority being required to reject a report of the Commissioners, thereby limiting the responsibility of that body and insisting on certain business being laid before some of the former committees before being submitted to the Council. To my mind this was taking out the keystone of the fabric of Commission form of Government and reverting to the former system of Committees of the Council. However, I endeavored to carry out the work as well as I could under the circumstances. Before the Commissioners had organized, there was some friction between the Council and Curtiss, who had been appointed by the former Council, and he resigned, Alderman Snell being appointed in his stead.

The importance of improving the quality of the water pumped from the river had been under consideration by the former Council, and the City Engineer was instructed, while on his vacation, to inspect various filtration plants and to report. The result of his inspection was embodied in a

report recommending a system of mechanical filtration as designed by the Roberts Filter Company, of Philadelphia. In calling for tenders for a filtration plant, a proposition was submitted by an English firm for a system of filtration by pressure. This system did not appeal to me as suitable for the very turbid water we have to contend with at certain seasons of the year, and I opposed it very strongly. Eventually the Council accepted the Roberts system, and it has proved a most unqualified success. The water now is pure and sparkling. By using a small quantity of alum as a coagulant we obtain practically sterile water.

The condition of the power plant was inadequate for the demand for light and power. The power-house which had been erected in 1906 looking forward to supply a population of fifteen thousand people, was too small to admit of any more machinery being installed. The question before us was either an extension of the present building or an entirely new building on another site. The disadvantage of the old site was lack of trackage for bringing in fuel. When this site was selected by the Council of 1906, part of the scheme as outlined by Mr. Chipman was an aerial tramway from the other side of the river, to connect with the railway, but this tramway had not been installed. The Commissioners recommended that a new site be purchased and a building erected capable of providing for future need as well as present demand. We could foresee a largely increased demand owing to the expansion of the City. In selecting the site, we had to keep in view the necessity of easy access by railroad track, central location for distribution of electricity, as well as keeping in view the possibility of some day using the exhaust steam for heating purposes. It was also advisable to get sufficient area to allow of extending the building, as well as space for storage of coal against a possible shortage through strikes, or inclemency of winter causing a tie-up on the railways. We selected a site on Spadina Crescent on the river bank, between Avenues A and B, and recommended the same to the Council for approval. We had taken the precaution to obtain options on the property through outside parties before making our report, so as to prevent any proprietor holding us up in price. This proved to be a wise step, as one of the owners was particularly wroth at the Commissioners as he declared we had defrauded him out of a large sum by keeping back the information that it was the City purchasing the property.

The Commissioners, along with the architect, designed a building to hold machinery and boilers capable of generating four thousand horsepower with sufficient land to double the building. One mistake, however, was made, namely, in installing a reciprocating engine of seven hundred and fifty kilowatts. We ought to have purchased a turbine as this class of engine is much more economical in operation. There was no error made regarding boiler equipment. Babcock and Wilcox boilers were purchased with automatic chain grates, overhead bunkers and coal elevating machinery, economisers and every known device for economical generation of steam. Whilst this plant was being manufactured we had a strenuous time supplying the increasing demand for electricity. The old plant was working continuously on an overload of fifty per cent. of its capacity. Many an anxious night I spent fearing a breakdown in the plant. We did have a stoppage in the summer. Some tubes in one of the old boilers collapsed and severely injured two men with the scalding water. This was a very serious matter, as it affected our water pumping machinery as well. In forty-eight hours the steam was on again, much to my relief.

It was decided to use the old power house entirely as a pumping station for our water supply, and to utilize electric power instead of steam, retaining the steam pumps as a reserve in case of a breakdown of the electric plant.

In general public improvements the years 1911-12 witnessed the greatest development of any city in the West, miles of concrete sidewalk, street paving (asphalt and bitulithic), water mains and sewers, an intercepting sewer to a sewerage disposal plant, fire halls, fire fighting equipment, hospital accommodation, were constructed and purchased. The erection of business blocks, warehouses and residences went on apace; several million

dollars being invested in this way. The city limits were enlarged, taking in a number of new sub-divisions; the Assessment went up by leaps; in 1912 it was \$39,867,835.00, an increase over 1910 of more than twenty-nine million dollars. The building permits for 1911 were \$5,111,306, and for 1912 \$7,640,530.00. Was such a phenomenal expansion ever equalled in the history of Canada?

The Council in 1911 made an agreement with a syndicate to develop the water power from the river, and, in consideration of carrying out the undertaking they were given a franchise for a street railway within the City limits. The syndicate acquired the charter held by the local company, and started to have the work carried out. The engineers employed by them, after a thorough investigation into the whole scheme, reported that the cost would be largely in excess of the original estimate, and the power available from the flow of water in the river was so limited that it was not a feasible proposition from an economic standpoint. The syndicate asked to be relieved from their agreement. This was acceded to by the Council, the agreement was cancelled and the franchise for the street railway withdrawn. The Council, with the consent of the people, constructed the street railway as a municipal enterprise.

There was a change made in method of assessment during 1911; the assessment on improvements was reduced ten per cent., and in 1912 a further reduction was made of fifteen per cent. The intention was to gradually reduce assessment on improvements till finally it would cease altogether.

In the midst of all this mighty onrush the City Council and Commissioners had a busy time dealing with the problems presented for solution. The ordinary run of citizens do not realize how much they are indebted to the men around the Council Board for their singleness of purpose and devotion to duty. It is a great satisfaction to me to testify that, during these strenuous years, there never was the slightest desire evidenced by any one of the members to influence the decision of the Council to their individual benefit. It was not all a bed of roses for the occupant of the chair, and, on one occasion, the aldermen in their wisdom thought fit to censure him for having made remarks derogatory to their dignity which, unfortunately, had been reported in a newspaper. However, the motion was rescinded at the next meeting of the Council.

In October, 1912, the Governor-General, H.R.H. Duke of Connaught, visited Saskatoon, and the Mayor had to do the honors on behalf of the City. This was the third time I had the honor of welcoming a Governor-General at Saskatoon, and my experience of these distinguished visitors is that the higher the rank the more amiable they are to a commoner.

At the end of my second year, in 1912, I take pride in recording that my colleagues in the Council favored me with their appreciation of my leadership by presenting me with a gold watch, and the heads of the departments with a silver loving-cup.

As this is the point at which my service to the city in a public capacity comes to an end, it would appear to be fitting that my narrative should end also.

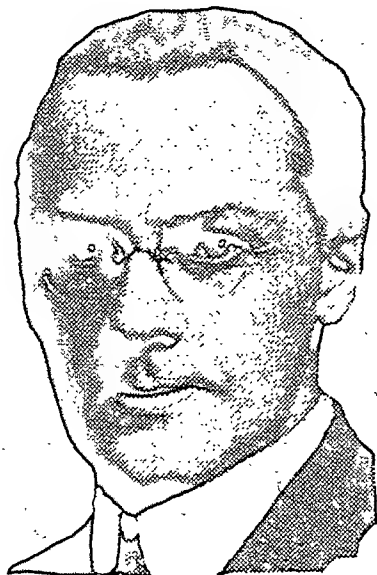
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## THE EDUCATIONAL HISTORY OF SASKATOON

A history of Saskatoon would naturally lie mainly in two distinct periods. The first, that of the earliest settlement commencing with the arrival in 1883, and years immediately following, of that first group of hopeful families who firmly believed themselves to be the vanguard of a small host shortly to follow. These occupied the little townsite newly surveyed on the south bank of the river and the adjacent lands. The first chapter in their history would record their ways and doings through a period of unexpected abeyance, which dragged on for almost as many years after the coming of the railway as before it. The second chapter would deal with a sudden awakening into activity more than twenty years later and a passing with phenomenal rapidity through the successive stages leading to the full status and dignity of a city of no inconsiderable fame.

The history of education would fall similarly into two such periods. As with the general history of the place, so with its educational history, the tale of the first period is one more of plain homely interest, not without its romance, rather than one of material growth. In the latter phase, the material advances overshadow almost all else.

As might be expected of the quality and former surroundings of those comprising that early band of settlers, one among many such bands at that time seeking new surroundings in the West, the turmoil of the exodus and the perils and adventures of the journey were scarcely past before their attention was given to making two provisions to which they had been accustomed in the old places, and which must early be made in the new, namely, religious worship and education. Few though these families were, there were over a dozen children of school age. Occupied closely in the first year with the tremendous task of establishing their homes, the pioneers of 1883 had nonetheless given thought to the establishment of a school.



W. P. BATE

Among the first frame buildings of 1883-4 was one that was built by the "Company," and was always known as the school house, though little used for that purpose. This was the scene of the first assembling for school, under the direction of one J. W. Powers, whose name appears in the annals of the Temperance Colony Pioneers' Society as taking part in its proceedings, civic and literary. Mr. Powers was author also of the "Saskatoon Sentinel," a manuscript journal for a time circulated in the settlement. The school was running in August, 1884, as a voluntary school. It was equipped with maps presented by the Temperance Colony Society, and a committee of the Temperance Colony Pioneers' Society reported a subscription of \$271.64 towards the teacher's salary.

In the school-house the first school and first regular religious services were held. The furniture was home-made, the seats benches—a primitive school. Were that first school roll available, it would probably show such

historic names as Powe, Latham, Kusch, Richardson, Garrison, Hunter, Trounce, Dulmage, Marr, Clark, Hamilton, McGowan and Cleveland.

It is of interest to note in passing that this building probably served as the first granary in the district, the first cereal crop being stored there, a quantity of barley, grown by the Indians on the White Cap reserve.

The establishment of an official school district was deferred through the unsettling circumstances and threatening perils of the Riel Rebellion. The very existence of the settlement, indeed, hung in the balance in the early months of 1885. It was at this time that, following the appearance and encampment at the very gates of their little city, of a band of war-painted Indians from the reserve of White Cap, there assembled that historic council of the fathers of the place to decide whether the people should, in prudence, abandon their homes and retreat southward to civilization, or in faith and courage remain to follow whatever fate lay in store for them. It is told that, prayer being offered for protection from danger, there was a resolution taken "that we go to our homes and about our daily business in the fear of the Lord."

Arrangements were made, in the autumn of the Rebellion year, and the Saskatoon Protestant Public School District was established in 1886, numbered 13 of the North-West Territories. The style "Protestant" was early withdrawn. Until recently the seal of that first corporation was in the writer's possession, the initial standing for this word chipped out. The earliest imprint found, in 1900, shows this initial wanting.

Examination of Departmental Records would show, no doubt, the names of the twelve districts established prior to this; they would include Moose Jaw, Regina, Qu'Appelle, Prince Albert, Broadview, Wapella and Moosomin.

It is known that the first Board of Trustees were three—Thomas Copland, Dr. J. H. C. Willoughby, and George Grant. The proceedings of that and several succeeding Trustee Boards were not, unfortunately, handed down with other records to the writer. The only sources of information covering the years 1886 to 1900 are one ledger, showing the names of those to whom payments were made for tuition, among other matters, and the recollection of those who may be questioned, guided in part by the continuity of certain evidences in the ledger. This lack of written record is a matter for great regret. What fund of curious and interesting detail might have been found in the records of those years or recalled by them to the memory of those whose recollections are dim, one can only conjecture. The fact remains that the earliest minute book handed down commences with the year 1900.

Mr. Powers left the settlement early in 1885, but there seemed to have been no difficulty in finding among the young men of the place those capable of taking the school in charge until a permanent teacher could be had. Mr. Gerald Willoughby, then a freshman of Toronto University, supplied the place for some months, followed by others, until with the formation of the school district, Mr. A. B. Davidson appeared as the first teacher employed by the District.

Apparently the School District was financially prosperous. It had from its foundation an area of 36 square miles—the whole of Township 36, Range 5, W.3rd, a very considerable taxable territory, including that triangular portion of the city of today bounded by the river, Clarence Avenue and Eighth Street. Every even-numbered section not taken up as homestead was Government land and exempt, as also the sections numbered 11 and 29, school lands, and sections numbered 8 and 26, Hudson's Bay lands, but the odd numbered sections were otherwise all owned by the Temperance Colonization Society or those who had bought from them on contract. While the total revenue from taxation of settlers and non-resident investors for lands and town lots was comparatively small, the taxes on a quarter-section apparently being \$2.80, and for each town lot 50c, the bill of the parent Company against all unsold lands and town lots was substantial, and, what is more to the point, promptly paid on demand. Liberal Government grants, of \$350.00 per annum, were also available. Money went far in those days. Hundreds managed to live then without

even handling any actual cash. The teacher's salary, the only large item of expenditure in cash, only slightly in excess of the tax bill of the "Company," made him one of the moneyed men of the place. Many services otherwise demanding money payment, such as the supply of fuel, could be had and balanced by crediting against taxes due. The District had neither debts, bonds nor bank loans, the annual statement of the treasurer showed an annually increasing balance in hand, in spite of the non-payment of smaller taxes. On the matter of assets and liabilities of the district the record is for years silent; the condition was probably too healthy to require record, even if the then treasurer had known how to set it out.

Little concerning the Trustee Boards prior to 1900 can be learned at this time. That its first woman trustee held office early in that period is recalled by relatives of the late Grace Fletcher, and an old title deed shows that Robert W. Dulmage, Donald W. Garrison and John Walker Stewart were trustees at or following the Board's purchase of its first school site in 1887. W. H. Trounce, an Englishman of some means, the settlement's first storekeeper, held the secretaryship in 1886, followed at the close of that year by James D. Powe, from whom the office passed in 1890 to Thomas Copland, remaining with him until 1903.

Mr. A. B. Davidson remained in office as teacher until the end of 1886, a term of about six months, followed for a like period by J. N. Guthrie. Little is known of them. The record shows that in the terms of both the Board had to make call upon the educated youth of the settlement to supply temporarily responded to by James S. Hamilton and James Goodwin. The first teacher of any permanence, James Leslie, succeeded at midsummer 1887, teaching steadfastly until the end of 1890.

In the time of Mr. Guthrie the school changed its quarters. Apparently the Company's building passed by purchase to Peter Latham, and rental was charged and paid. Whether due to some increase in attendance or to the objection to paying the new item of rent, the Board moved the school into a vacant store on Broadway, part of a large double store owned by Dr. Willoughby. Although Broadway, or any street named upon the townsite plan at that time, signified little except to the agent in properly locating buildings, and about this store, as about all other buildings, dotted in seeming promiscuous fashion about the townsite, there was ample room for play, the Board did not consider this a satisfactory arrangement, and almost at once set about securing a permanent location and providing its own building.

Whether by purchase or gift from the townsite owners—the record does not show—five lots were acquired, fronting on Broadway in Block 84. No record is found of the cost of the site or building. To Alexander Marr, the resident stonemason and plasterer, was given the work of building the walls of the school, the Board setting an example, possibly one dictated by necessity, for future Boards by building for posterity and choosing imperishable stone as the material to be used. Description of the building is unnecessary; it stands today, preserved practically stone for stone, on the campus of this University, as it was seen in its first completed glory late in 1888. Many a tax bill in arrears was probably "worked out" in hauling materials from deposit discovered on the prairie, limestone for the kilns, dry wood for burning the lime, granite boulders for the walls, and the lumber, windows and genuine factory-made seats from Moose Jaw.

Before the desks were put in permanent position, the sparkling floor was requisitioned for an opening ball. The Board would not have been human had they refused the opportunity of dancing in so spacious a building. Thus baptized, the building at once opened for school. It at once took its rightful place as the community centre, and filled it busily for perhaps seventeen years. Regular Church services and Sunday Schools found their home there until a church was built, travelling entertainers could be accommodated in no other place, every form of community entertainment or business sought and found its natural place there, and every Board of Trustees was generous in granting its use for all reasonable purposes. From that little building many scores have graduated; a considerable number have gone out from it to fill with ample success their positions in life

who knew no other education than that gained under its roof, through the ten years' teaching of Mr. Leslie and his successor, George Horn, and the succeeding seven years under various teachers. To many, especially to those who were fortunate as to attend in its first ten years, it was kindergarten, public school, high school and University. For them particularly the recollections associated with those humble walls still stir emotions as deep and worthy as ever rise in the hearts of alumni of the greatest University and the most historic "little red school."

It will always be a pleasant recollection to the writer that, appreciating these things, he somewhat timidly suggested, many years later, at a civic gathering, that steps should be taken to preserve the school, at a time when, in the march of progress, it must be torn down. Though some ridicule greeted the suggestion at the moment, endeavors were made to bring it to realization, but the matter flagged until the date was set for demolishing the building, when the Daughters of the Empire added to their tale of good deeds by raising the funds required. It was then removed and rebuilt upon the site provided by the Governors of the University.

Excellent as were the services for so long given by Mr. Leslie, it is safe to record that the brightest page in the history of the school in its earlier years is that of the period 1891 to 1898, under the teaching of George E. Horn. He had experience gained as head master over 300 boys in an English school, was a gifted teacher, not merely a scholar but a veritable storehouse of general knowledge, broadly and heartily religious, and of most genial disposition. The value of this remarkable man's work in the school and his influence in the community can hardly be over-estimated. School under his guidance seemed even to lose all sense of drudgery, and there is creditable evidence that pupils expressed disappointment if unable to attend and were often loth to leave at the close of the day. Such eulogy may appear somewhat extravagant, and while many unusual and interesting tales might be told in warrant of it, they cannot well be given here. It must suffice to add that Mr. Horn made as large a contribution to the general community in educational, religious and social service as he gave to the education of his pupils during those seven memorable years. With his departure, to enter upon educational and lay missionary work in Japan, the most interesting period of the history of the school may be said to end.

For three years the history of the school is somewhat uneventful. Attendance was growing; pupils were travelling to school over what would today be accounted long distances from the country on both sides of the river. The railway had arrived, and a small settlement was growing up about the station on the West side of the river. While pupils living on that side had now the advantage of crossing the river by the railway bridge where they had formerly to rely upon the ferry, crossing by railway was somewhat dangerous, and natural agitation arose for the establishment of a school on the other side of the river. The oldest minute book extant commences with the account of a meeting of ratepayers in April, 1900, to consider the question, where it is shown that 67 pupils could be mustered, 32 of whom lived West of the river.

Steps were taken to secure a site and submit to the ratepayers a bylaw to borrow funds, \$1200.00 being asked and the material chosen to be stone. There was not unanimous agreement to this material advance in expenditure: the record shows that while the bylaw carried, of the eleven votes polled three were against the bylaw. The site acquired is that upon which a small school stands today, at the foot of Third Avenue.

The Department of Education, in response to representations that the schools were not sufficiently close to the centre of the district, at this time adjusted the condition by taking away from the district's land the south row of sections of Township 36 and adding the same number of sections from the township to the north.

The second stone school was opened for use in January 1901. In 1902, increasing attendance demanding still further accommodation, a small frame school was placed beside it. The name Saskatoon about this time passed from the older settlement on the East bank to the village newly arisen about the railway station across the river and the new name Nutana



substituted, much to the 'disgust, incidentally, of the older inhabitants. James Leslie, James D. Powe and James Clinkskill were in 1902 Trustees of some years' standing, the School District containing now the villages of Nutana and Saskatoon.

The following year, generally memorable as the year of the coming of the Barr Colonists and to the writer as being his first year of engagement as secretary to the Board, that serious problem of accommodation which was to tax the resources of the Trustee Boards for many years to come began to present itself in earnest. Confident of the impending growth of the village of Saskatoon, these trustees considered the advisability of entering upon a building programme affording provision for future contingencies as well as the present evident requirement. Residents on the East side of the river, looking with some apprehension upon the rumors of large expenditures, signified their desire to draw away, proposal being made that the school district be divided, and this was actually affected in July, 1903, the river dividing the lands of the two districts. The new district took the title Nutana School District and was numbered 869, its Trustees Board took office in August, the secretary continuing to act for both districts.

These districts remained apart for about five years. In 1905 the Nutana District, after conducting school in the old stone building and in rented rooms, was constrained to build. Debentures for \$9000 were issued and a building of two rooms, with view to future enlargement, was erected, its walls of cement block, then a material coming into favor. In 1907 proposals were made for reuniting the districts, but did not materialize. The railway town of Sutherland demanding accommodation for its pupils in 1908, a frame building was provided there, upon one of the sections added to the north side of the district in the adjustment of territory in 1901, and now within the boundaries of the Nutana District. The cement block building not proving a success, and accommodation being needed for some classes again occupying rented rooms, the Nutana Board entered into plans for building the present Victoria School. Only five lots, upon which the first school was standing, were at that time owned and it was necessary to follow the example being set across the river in securing ample playground room. The remaining lots in that block were secured for the sum of \$600.00, a price considered at that time somewhat extravagant. Before the Board had proceeded further than to adopt plans committing it to the building of the Victoria School, it was thought well to accept terms for amalgamation, which was concluded in April 1909.

Meanwhile, the problems arising from the rapid growth of the town across the river was keeping the School Board engaged with a continuous building problem. At the time of the separation of the two districts, Saskatoon became a town and the school board required five trustees. Messrs. Leslie and Clinkskill remained in office, Frank Oliver, Dr. Willoughby and James Flanagan were added. The problem immediately confronting them was one demanding courageous action. In recent times a money bylaw for \$1200.00 had been contested. Possibly at no time has the Board been called upon to make decision comparatively so momentous as that by which this Board agreed to an expenditure of \$14,000.00. At that time the proceeding necessary to obtain consent of the ratepayers was simple. It required only that notices of the Board's intention should be posted in parts of the district, silence giving consent. The town was as yet so small that the details of assessment were gathered in a forenoon, the house standing farthest out being at the corner of 21st Street and 3rd Avenue. This Board not only assumed the responsibility of committing the district to this financial burden but with considerable daring acquired the site of the present City Hall, three blocks north of the town buildings, and the first four rooms of the King Edward School were put under way, to be occupied in 1904.

The tale for the next few years is one of rapid expansion. In 1906 and 1907 the capacity of this school was doubled and the first four rooms of the Alexandra School commenced, in the village of Riversdale then developing West of the railway line, and the bonded debt of the district rose to \$50,000.00. To this, \$35,000.00 was added in 1908, and the Alexandra

School enlarged to eight rooms. New subdivisions were opening up. The Board from time to time now and afterwards acquired with excellent foresight sites of whole blocks in each. There commenced in these years that long association of five trustees who remained together in office during the period in which the great programme of building was carried out,—A. J. Sparling, Russell Wilson, J. H. Holmes, J. D. Macdonald and J. E. Paul.

Before the close of the year 1908 a small school only was added, placed on the ground which is now the football field south of Mayfair, the High School Board relieving the district of its advanced pupils. In 1909 the Nutana District was absorbed, as we have already mentioned, and its plans for building the Victoria School assumed. The school now reached the thousand mark in attendance. Plans for the Caswell School were laid down, the building to be completed in 1910. At the latter part of that year temporary quarters were given in Nutana to University classes. The bonded debt had grown to a sum over \$200,000.00.

In 1911 the greater building programme of the Board was inaugurated, which, in the next succeeding years produced the Princess, Albert, King George, Westmount, Buena Vista and Sutherland Schools. The City acquiring the King Edward School for municipal offices, the new King Edward School was erected on the site provided further to the north.

These matters, in addition to the more important tasks of framing and carrying into effect the growing policies for internal management of the schools occupied that Board,—the great five,—from 1910 until after the outbreak of war. That greater matter of the internal history of the schools in the later years must be left to another time and to other hands. This very fragmentary record is perhaps sufficient for the present occasion.

## **NARRATIVE OF EX-MAYOR J. R. WILSON**

(This is a statement made by special request at a meeting of the Historical Association).

I have been requested a number of times to give a little bit of my experience in connection with Saskatoon relating to its early history. I have hesitated at times to do it for the reason that personally my activities were so closely connected with it that it might seem that I was trying to place on record my own autobiography. The references I am compelled to make of my personal activities I trust will not be construed as egotistical.

I will begin with 1903. While my connection in a business way with Saskatoon dates away back years beyond, I take it for granted that you already have a record up to that time and some records beyond that. In January, 1903, I was honored by the then few citizens of Saskatoon by being appointed overseer of the village. Now overseer comprises a great many duties, such as mayor, council, health officer, police, assessor, treasurer, tax collector, all combined. A month or so after I took office, with the assistance of my friend, Mr. W. P. Bate, whom I enlisted to help me, I made an assessment. We found that the total assessed value of the City of Saskatoon (then a village) was \$125,000.00. After I received the assessment, thinking over the possibilities as to the future of the community, I felt that we should spend considerable money in the way of grading the streets and building some sidewalks. My idea was if we were going to make progress we had to put our best foot forward. At that time there were two or three good centres in Saskatchewan and I thought Saskatoon had as good a chance as any of them. In fact, to bear this out, in September, 1902, Mr. Leslie and myself were erecting the first flour mill in Saskatoon. On one cold afternoon I noticed a man walking across the prairie towards the mill. He asked me what I thought of Borden village and mentioned that he thought of starting a bakery and grocery store there. I remarked to him that we would have the mill completed in a few months and that we were looking for someone to start a bakery in Saskatoon. That man was J. F. Cairns and he changed his mind about going to Borden and started

with a bakery and confectionery in Saskatoon which later grew into the business which we all know of so well.

After sizing up the needs and the fact that we could only borrow 5 per cent. of our assessment, which was a little better than \$6,000.00, I found out that under a town charter double that amount could be borrowed. The result was that I called a meeting of the then few ratepayers of Saskatoon and brought the matter before the meeting of applying for town incorporation. There were objectors at that meeting who could see nothing but that we were going to increase the taxes. However, the better opinion prevailed and I was instructed to take a census of Saskatoon and see if we could get a sufficient number of people to qualify for a special act of incorporation under which we had to have over 450 people. Just before the Barr Colonists arrived sometime early in April, I took a census of Saskatoon. It took less than half a day, and I took everybody in sight because I had an object in view and enumerated a number of people registered at



J. R. WILSON

hotels who had not fully decided to become residents of Saskatoon but if things turned out as expected they would. I put them down and got the 450 people. In April 1903 we applied for our incorporation as a town which was granted on July 1st, 1903.

It might be of interest for you to know who were the first mayor and council of Saskatoon. At the time of nomination there were a great number nominated: for mayor, Dr. Willoughby and myself, and a great many for council. About twelve hours after nominations had closed it was discovered that only Dr. Willoughby, Thomas Copland and myself could qualify as being on the taxpayers' roll. Under the circumstances we all volunteered to resign in order to allow the tax-payers' list to be brought up to date and then to have a new nomination with the result these were the names selected: Dr. Willoughby withdrew and I was elected Mayor by acclamation. Nominations for council: Mr. T. Copland, R. McIntosh, W. R. C. Willis, Allan Bowerman, R. W. Dulmage, and X. Gougeon. The secretary-treasurer was the gentleman who is now Hon. W. C. Sutherland.

When we started in in July, we had no precedent to go by. There

were no bylaws and our first duty was to make the necessary bylaws to govern the town of Saskatoon. We were still faced with the problem of borrowing more than the \$25,000.00 assessment would permit. I approached Premier Haultain and the government passed a special act for us to make a new assessment which we did in August. Considering the assessment in February was \$125,000.00 and the one made early in August was \$250,000.00, one can see how Saskatoon was growing at that time.

The council started out with the idea of conserving for the community all utilities, that we would grant no franchise for such utilities as electric lighting and other concessions generally given to corporations. The first money bylaw voted was for \$10,000.00 which we passed that season and that bylaw provided for grading streets, laying a certain amount of plank sidewalks, providing a municipal building (which is still standing, across the street from McMillan's store) in which was housed the council chamber; municipal offices, fire hall and police. We purchased, as well, a gasoline fire engine and provided water reservoirs to draw upon in case of fire. In addition to that we purchased what is known as City Park—52 acres. I remember at the time considerable discussion took place before deciding that we should pay \$1500.00 for these 52 acres on which the City Hospital is built and King Edward School. The argument we used in favor of the purchase was not only the benefit of securing this large acreage for Park purposes, but as well that the depression that started in about Fifth avenue and continued through the park to the river was the natural outlet for a trunk sewer into the river, and that it was likely it would only be a few years until we would be putting in sewers and our controlling this natural outlet we would save more than \$1500.00 in excavating for sewer over any other possible outlet and this was the deciding factor in favor of purchase.

I was mayor in 1903 and was elected again in 1904 by acclamation. In looking over some records of 1904 I have come across a letter from the Secretary of the then Governor General of Canada. He drove in from Battleford and I entertained him by driving him around the village in a democrat wagon and he was very appreciative. He wrote the letter which I still have, expressing his appreciation.

I will pass on to 1905 which was the year that Mr. Isbister, our late postmaster, was mayor. There was nothing of very great moment took place during that period; there was no great change in policy.

In 1906, my friend, Mr. James Clinkskill, was elected mayor of Saskatoon. It was with a great deal of pressure that Mr. Clinkskill was brought into service at that time and I was one of his council. Shortly after Mr. Clinkskill took office he took the lead in taking steps with the view of our becoming incorporated as a city and that was brought about on July 1st, 1906. In the early part of 1906 it was decided that we were going to make an effort to have an electric plant and get in sewer and water but we were very near losing our electric franchise during that time. There was a gentleman by the name of Wiley who came to Saskatoon and undertook to get the electric franchise and it had gone so far that the solicitor was instructed to draw the agreement and a special meeting was called to pass upon it. I felt, personally, that the matter was sprung a little suddenly upon us. I felt that I had not sufficient knowledge to vote or act on such a valuable concession as to give away the electric franchise for Saskatoon. At the meeting I moved that the matter be referred to Mr. Chipman, a consulting engineer of Toronto, feeling that his advice would be against granting the franchise. I then boarded the train and went to Moose Jaw and as I knew the mayor there got introduced to his electric superintendent and in two days got a good knowledge of their electrical system and I then came back to Saskatoon and wrote for the paper the only article I ever have written before or since, with the result that when the matter came up before the council we decided to hold the franchise for the City.

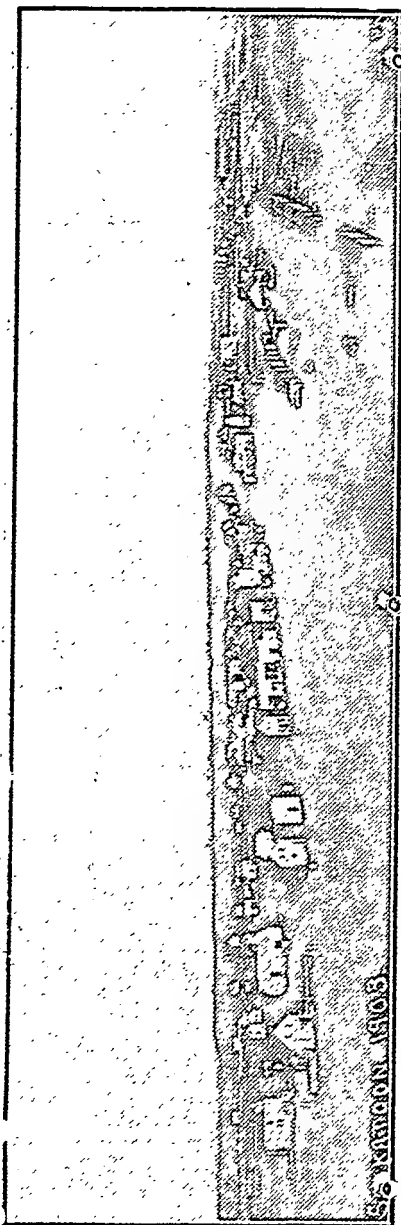
On the 1st July there was the election for the City mayor and aldermen. At the same time there was a bylaw voted upon for \$250,000.00 to make such improvements as putting in water works, sewers and electric plant. Mr. Clinkskill continued as Mayor of the city. The aldermen's names are on record at the City Hall.

Immediate steps were taken to install an electric light plant, water works and sewer. At the time the City had quite an attractive financial arrangement with the Union Bank which, in return for our transferring our account from the Bank of Hamilton to them, advanced money at the same rate of interest as the bonds were bearing, 5 per cent. The result was that the Council were probably not so anxious to sell the bonds as they otherwise would have been if they had not got the accommodation at the bank. They carried along their work, borrowing money from the bank on the strength of their bonds. At the termination of 1906 Mr. Clinksail dropped out and I was again elected mayor for 1907. It was a time of general stringency and Saskatoon bonds could not be sold except at a tremendous sacrifice. They were offered at 82c or 83c but we could not find any market (1).

In May the manager of the Bank sent a messenger to my office with the information that I was not to issue any more cheques. At the time we had Second Avenue opened up for sewer and water from 19th Street up past the present Hudson's Bay Co.'s store. We had all the pipes laid. We also had a pumping station and electrical station down where the water plant is now. The building was up, but had no roof on it and the machinery was piled around outside. Everything was upset owing to weather conditions and now we had no credit and no money. The bank issued these instructions with the result that Dr. Willoughby and myself went to Winnipeg and we interviewed the General Manager of the Union Bank, Mr. Shaw, and I complained to Mr. Shaw about it being unfair to take our account and then cut it off and asked what we could do. I told him we had all those uncompleted works and if we could get the electrical plant going we would have sufficient money coming in from the revenue of it to probably pay our staff. Mr. Shaw said, "Well, Mr. Wilson, you will just have to close down for we cannot give you any more money." I said we could not close down and would give our account to some other bank. I thought we would not have any trouble to get another bank so Dr. Willoughby and myself made a tour of some of the bank managers in Winnipeg and they all told us to go back home and see our local banks. We laid our proposition before the managers at home and nearly every one of them said they thought we could get the accommodation. First we wanted \$125,000.00 to pay off the Union Bank. We started out for that and then to get another \$125,000.00 until such time as we could market the \$250,000.00 of bonds. The managers had to submit the proposition to Head Offices and every one was refused. The Bank of Hamilton was the first bank we did business with during my term, it was the first bank in the City, and they also refused. In 1906 the account was taken from the Bank of Hamilton, as I have said, and I did not blame them for refusing. However, after the Union and every bank in the City had refused the City account, I went in to Mr. Murison, then manager, and said, "You wire Mr. Turnbull, General Manager of the Bank of Hamilton, and tell him this is a personal matter and I want \$40,000.00 for Saskatoon." The wire came back "You can loan \$30,000.00 to Saskatoon on Wilson's personal covenant" and I got the money. In about three weeks Mr. Turnbull came west and I met him and said: "We are very grateful for what you have done but we want \$10,000.00 more and the rate of interest reduced 1 per cent.," and he granted it. During that time I was making settlements by note with the suppliers of machinery, etc., which had been bought on time. The Allis Chalmers Bullock Company supplied the electric machinery we owed them \$11,000.00 or \$12,000.0 and settled their accounts by note. The first three months they accepted same and during the second three months they hesitated to renew but finally accepted the notes. By this time we had the electric plant running. In September, 1907, the Lieutenant Governor of Saskatchewan, Mr. Forget, opened the first electric light plant.

The following June the Allis Chalmers Company refused the third time

(1) The main reason so far as my recollection goes, why we could not sell our bonds, was the general financial depression was on in 1907 and 1908. Then, too, they were instalment debentures, that is, principal and interest were all amortised, and were on that account not desired by the investor.



SASKATOON, 1903, TAKEN FROM THE NORTH  
Looking to the River, Nutana can be seen on the heights in the background.

to accept three month notes in settlement of account. Major Acheson their agent, walked into my office in June 1908 and said, "Jim, can we have your men to operate the electric light plant?" I said, "What do you mean?" He said: "I have instructions from the Allis Chalmers Company to take over this plant and operate and collect revenue until such time as their account is paid and I thought we might as well have your men if you do not mind." I said: "Major Acheson, you will never operate this plant if I can prevent it, but if I cannot, you can have the men." He said he could only give me until twelve o'clock. I got Mr. F. Engen to go with me and inside of two hours we had the entire account of \$12,000.00 cash and this was turned over to Acheson, the Company's solicitor. I gave the men from whom I got the money the City's notes to be paid, when we could realize on the debentures. I think that this is a striking fact tending to show the difficulties we had to go through but especially to bring out and show the co-operative spirit that existed in this community at that time and the faith the men had in its future.

During the years 1906 and 1907 and 1908 the Saskatoon Agricultural Association held their exhibitions during the month of September on the City Park grounds. While they were permitted the use of the ground for the two days of the exhibition, they were not permitted to erect permanent buildings. Each year they had to erect temporary buildings to house the exhibits. After the 1907 Fair the directors reported to the City Council that they were \$2,000.00 short of money required to pay prizes and other expenses connected with their exhibitions, with the result the City Council voted that \$2,000.00 be granted the Exhibition Association. After the 1908 Exhibition the Council was again approached by the Exhibition officers and this time they showed a deficit of \$4,000.00 needed to pay prizes, etc. This increased deficit over the previous year caused the City Council some apprehension as to where we would land in the future. The Council felt we could not allow the Exhibition Association prizes to go unpaid; if we did it would be a serious reflection on the City. The Council informed the Exhibition officers that they would grant the \$4,000.00 required to pay their prizes and would appoint a Committee of the Council to enquire into how to put the Exhibition on such a footing that it would, in time, become self sustaining. On enquiry it was found that the Exhibition Association's deficits were caused mainly by erecting temporary buildings. The Committee reported to the Council, recommending that a money bylaw be submitted to the people calling for \$30,000.00 for the purchase of suitable grounds and the erecting of necessary buildings. The Committee's recommendation was accepted by the Council. An option was secured at \$10,000.00 for eighty acres. The bylaw was submitted in December, 1908, and approved by the voters. This was the beginning of what has since grown into one of our great institutions and is known all over Canada as one of the great Exhibitions of our Dominion.

In this year the City debentures were finally sold by J. Stratton who made a trip to London in 1908. He not only sold \$250,000.00 but during the 1907 election we had passed another \$250,000.00, but Mr. Stratton who had a knowledge of the difficulties succeeded in marketing the whole \$500,000.00 of our debentures. This he did by having them changed to interest bearing bonds, repayment being provided for by a sinking fund. We were in such haste to get the bonds out, the treasurer and myself made a trip to Ottawa and we were signing the bonds as they came off the press and took them to the Royal Trust and sent them over to London. They were the first bonds marketed from the time in 1903 when we marketed the \$10,000.00. There had not been any bonds marketed until the \$500,000.00 bonds in 1908. They were, I think, for thirty years. The sale of these bonds tided the City over the period of financial depression and put our public utilities upon their feet.

In 1908 the Canadian Pacific Railway had completed the line from Elkhorn into Saskatoon. A. H. Hanson and myself went to Winnipeg with the idea of bringing a number of business men in Winnipeg to Saskatoon to see the City and celebrate the opening of the line. We worked down there for nearly two weeks and were successful in bringing the first business men's

excursion out of Winnipeg. We chartered a special train and furnished free transportation and brought over 100 business men. At that time Ash-down Company, Tees and Persse, A. McDonald, Campbell, Wilson and Millar, Codville Company and many others purchased sites. We finished up with a big banquet in the Flanagan Hotel.

This pretty well covers the major activities of the City Council, and of myself, for 1908, which was the last year I served as mayor. When asked to give before this association some of the early history of Saskatoon I decided I would confine my observations to the periods I was serving on the council and that I would leave for the other mayors to recount their activities.

When asked "What has been the most important factor in the growth of Saskatoon?" I say, "The spirit of co-operation in the community and the faith the men of the City had in its future."

The settlement of the country round about, the Barr Colony, the three railways making this a fine centre for distribution—these all count, but the chief factor, I repeat, was the spirit of co-operation in the community at large, and the faith the men of the City had in its future.





SASKATOON, 1912

# APPENDIX

## MATERIAL FOR THE HISTORY OF SASKATOON AT THE UNIVERSITY

Manuscripts and narratives collected by the Historical Association of Saskatoon.

Manuscripts, photos, etc., presented to the University including papers of the late Mr. John N. Lake, presented by his daughter and her husband, Mr. and Mrs. W. E. Dyer, of Toronto.

The Minutes of the Temperance Colony Pioneers' Society, March 1st, 1884, to May 26th, 1901, presented by the Industrial Exhibition Association, through its President, Sheriff L. G. Calder.

A body of reports printed and typed, and in the main consecutive, bearing on the government of the City and running from 1913 onwards, presented by the City Commissioner, Mr. Andrew Leslie.

### PERIODICALS

**"THE CAPITAL,"** Presented by W. F. Herman, Esq.

**The Weekly Capital**

Vol. 3, July 1 to Sept. 30, 1909. Bound.

**The Evening Capital**

Vol. 3, Oct. 1 to Dec. 31, 1909. Bound.

Vol. 4, Jan. to Dec., 1910. Bound in four volumes

Vol 4, Jan to June 1911. Bound in two volumes.

**The Saskatoon Capital**

Vol. 5, Nov. 1 to Jan. 31, 1911-12. Bound in one volume.

**THE STAR, Saskatoon, Daily.**

Incomplete unbound file from 1919 to 1927.

Bound volumes, June 1923 to Dec. 1925, presented by the Star Publishing Co.

### THE PHOENIX

Illustrated supplement, 1903.

Incomplete file from Oct. 1908 to 1915, unbound.

Also the following bound volumes:

Weekly Phoenix, vol. 7, 1909.—Presented by W. F. Herman, Esq.

Daily Phoenix, vol. 8, May-June 1909.—Presented by W. F. Herman, Esq.

Daily Phoenix, from June 1923 to Dec. 1925 (wanting Sept. '25).—Presented by the Star Publishing Company.

### AT THE PUBLIC LIBRARY, SASKATOON

The Phoenix, complete from the beginning Oct. 1902 to 1927 (except for 1918-1919).

The Star, complete from 1913 to 1927.

### AT THE BOARD OF TRADE

The Minutes of the Board of Trade from its inception in 1903.

### AT THE LIBRARY OF THE STAR PUBLISHING CO.

The Phoenix, complete from 1912 to 1927.

The Star, complete from 1912 to 1927.

